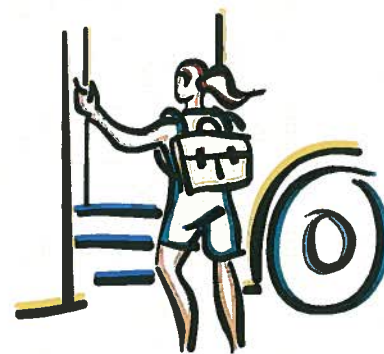
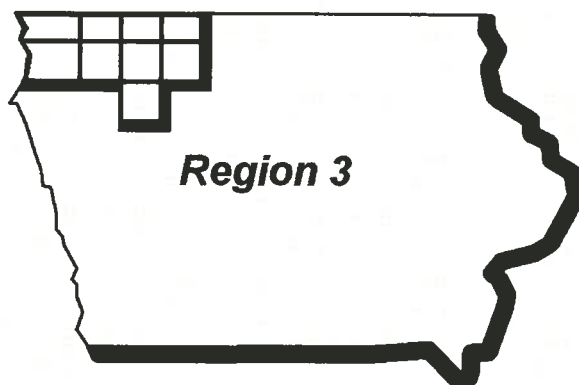


REGION 3

2010 PASSENGER TRANSPORTATION PLAN

PTP



*Prepared with Planning Assistance from
NorthWest Iowa Planning & Development Commission
Snencer, Iowa*

REGION III
PASSENGER TRANSPORTATION PLAN
May 2010

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Section 1: Introduction and Process Discussion

Introduction

The Passenger Transportation Plan process is designed to summarize, analyze, formulize and develop transit programs/services that further the public transportation system. Specifically, the PTP and its planning process have been created to include the federal mandate for a coordinated planning process covering both public transit and human services transportation needs. This plan will cover a five year period and provide information to be included into the Region 3 Transportation Improvement Program (TIP). As per guidance, the Region 3 PTP will discuss planning sessions where service needs/shortfalls have been highlighted, provide an overall transit gap analysis and specifically formulate goals/programs to address some of the gaps and shortfalls in the delivery of transit services within the region.

Planning Partners

The Region 3 RPA – Northwest Iowa Planning and Development Commission and the Regional Transit Authority/aka RIDES, along with the Region 3 Transit Advisory Group (TAG) were the primary partners on the development of the 2010 Region 3 PTP.

The Northwest Iowa Planning and Development Commission (Region 3) is the regional planning authority (RPA) for Lyon, Sioux, Osceola, O'Brien, Dickinson, Clay, Buena Vista, Emmet and Palo Alto Counties in extreme northwest Iowa.

The Regional Transit Authority is the single administrative agency (private non-profit) for public transportation in the region. The RTA policy board consists of 15 members, one representative from each of the nine county boards of supervisors, three city officials, and three school superintendents. The county board representatives to the policy committee are selected by each of the nine

county boards of supervisors. The city representatives are selected by a caucus of area municipalities served by the RTA. Finally, the school board representatives are chosen by the Area Educational Association (AEA).

The RTA administrative office is located in Spencer, Iowa. RTA provides the majority of its services directly. In several instances RTA does contract for some services by leasing vehicles to cities or agencies for general transportation within their communities. These services are strictly contractual, with each of the providers supplying drivers and paying operating and maintenance expenses. RTA retains policy control over use of the leased vehicles.

The RTA has become responsible for the administration and overhead support services for the overall regional transit system with the designation by the Boards of Supervisors as the Regional Transit provider. This consolidation of transit services into one agency has been mutually agreed upon by the nine county boards of supervisors.

The Transit Advisory Group (TAG) is a volunteer think tank of persons representing local municipalities, county government, health and human service agencies, private/public transportation providers, school districts, health care and private industry. The group is an integral part of the overall planning process because from within their ranks comes the majority of the information used to formulate needs, identify gaps in transportation service and develop goals or programs to address the gaps. The final task for the TAG is to recommend the final draft of the PTP to the regional policy council for adoption.

Process Discussion

The 2010 planning process began with a complete review of the previous document including updates to all sections. The TAG group met twice to review the previous year's plan and to discuss gaps in the current system and to development potential services to fit the gaps, where possible.

The first meeting of the TAG was held on December 2, 2009 at the Regional Transit Authority Building in Spencer. The scope of the meeting was to discuss the previous year's plan, provide an overview of the PTP process w/schedule, discuss the provider fact sheet information and the ongoing effort to obtain provider information, and to discuss gaps in service and potential new program development. The following were in attendance:

Ted Kourousis - NWIPDC – Executive Director
Kelli Harmon – RIDES Administrative Assistant
Phil Grove - Village North West
Beth Weir – Dickinson Co CPC
Hugh Lively – RIDES Executive Director
Connie Lundbeck – Sunshine
Connie Hurst- NW Aging Association - Chief Operations Officer
Connie Tiff – Sunshine
Sandra Pinge – Genesis- Site Director
Brenda Tiefenthaler – Spencer Hospital – Vice President of Patient Care
Lana Ilbanes – Emmetsburg Horizons
Janette Willis – Spencer Hospital
Dakin Schultz – IA DOT
Jackie Schlessner – Mid-Sioux Opportunity, Inc.
Ron Askland – Horizons Unlimited – Chief Executive Officer
Kim Weeser – Clay Co. CPC
Dan Youngblut – ECHO Plus – Executive Director
Nancy Dykstra – Greater Sioux Community Health Center – Executive Director
Ted Bauer – RIDES Chief Financial Officer
Deb Feldman – RIDES Chief Operations Officer

The agenda and minutes of the December 2 meeting are attached in Attachment 1.

The second meeting of the TAG was held on January 13, 2010 at the Regional Transit Authority Building in Spencer. The scope of the meeting was to provide fact sheets to attending providers in the hopes of obtaining more information. A brief discussion of the fact finding process was undertaken as well. The meeting then turned to finalize the goals for the draft PTP plan as seen by the TAG after review of the first meeting minutes and material and there own specific ideas. The following were in attendance:

Ted Kourousis – NWIPDC-Executive Director
Reilly Wagenbach – NWIPDC - Planner
Hugh Lively – RIDES Executive Director

Deb Feldman – RIDES Chief of Operations
Ted Bauer – RIDES Chief Financial Officer
Phil Grove – Village North West
Cynthia Beauman – Northwest Aging Association
Lana Williams – Emmetsburg Horizons
Jackie Schlessner – Mid-Sioux Opportunity, Inc.
Sandra Pingel – Genesis Development – Site Director
Shaun Arneson – Iowa Great Lakes Corridor – Vice President

The agenda and minutes of the January 13, 2010 meeting are attached in
Attachment 1.

SECTION TWO: Inventory

In years past, NWIPDC, mailed out information sheets to all known providers within the region. Unfortunately, this effort never provided much return information and follow-up phone calls were always necessary to obtain any useful information. The region is simply too large and the providers too many to warrant a personal trip to obtain information, and the results may not change significantly.

This year, NWIPDC, eliminated mailing out any sheets and went directly to calling all providers in the hopes of obtaining more and better information. The effort proved somewhat fruitful in that more providers positively responded with more information, but most requests for operating expenses and funding projections went un-answered. However, the vast majority of providers still do not wish to be contacted or provide any information.

The following is the information which was obtained from providers within the Region 3 RPA. All information that was available and provided is written in the plan.

RTA/RIDES

RIDES is the main public transportation provider in Region 3. They provide fixed route, and demand responsive service programs to individuals. The type of transit service offered by the RTA is a demand-response or subscription service, meaning that rides must be scheduled by contacting the company in advance of the needed ride. RIDES, like all other demand responsive services, offers door to door services and is flexible with scheduling to meet the needs of its riders. RIDES provides services to anyone in the general public, including senior citizens, persons with disabilities, and any other person or group who needs a "ride" across the entire nine-county region. Like many rural regional transit

providers, RIDES has seen the change in the primary use of its vehicles from nearly all elderly service in the late 1970's to a key component in the everyday movement of people from schools, day cares, sheltered workshops, hospitals, nursing homes, shuttle services and other general public rides. RIDES hours of operation vary depending on the service being provided, but some of RIDES programs are available 24 hours a day 7 days a week. Listed below is the fare structure for the different areas RIDES serves.

Fare Structure

The Regional Transit Authority has a varied fare structure dependent upon the passenger's location. The following is a breakdown of the fares by County:

Buena Vista County - \$4.00 for Storm Lake Taxi, Night Shuttle for disabled service is \$0.75 and JARC riders are \$1.00

Clay County - \$4.00

Dickinson County - \$2.50 in the cities of Spirit Lake, Okoboji, and Arnolds Park. \$2.50 per rider and \$0.75 mile in Milford

Emmet County - \$2.50 in Estherville

Lyon County - \$2.00 (Rock Rapids)

O'Brien County - \$3.00 (Sheldon)

Osceola County - \$1.50 (Sibley)

Palo Alto County - \$2.50 (Emmetsburg)

Sioux County - \$1.00 Orange City, \$3.00 Sioux Center, \$2.00 Hawarden

In 2009, RTA provided a total of 405,155 rides generated from the previous list of contracts and services to the general public. Elderly rides comprised 114,955 of the total and 171,085 rides to disabled individuals were figured in to the total as well.

The total vehicle miles for the nine county operations were 1,084,411 with 1,052,083 revenue miles and 91,435 revenue hours.

FLEET UTILIZATION ANALYSIS

Intent: This form can be used to inventory what vehicles are currently available and then assist in determining if any new fleet is needed.

Transportation Provider: Regional Transit Authority-RIDES

| Vehicle: Model Year/Body Manufacturer and Model | Fleet ID | No. of Seats/ Wheelchairs | Base Location (Where is it housed?) | What type of service is it performing? | No. of Hours Per Week Used | Is it Used Evg/Wknd? | Vehicle Equipment (see codes below) | Mileage as of today - | Year for Replacement |
|--|-------------|------------------------------|--|--|----------------------------------|-------------------------|--|--------------------------|-------------------------|
| 2008 Dodge Caravan | 0801 | 4 / 2 | Sioux | Paratransit all 9 counties | Varies | Evg | R; MR; MDT | 18350 | 2012 |
| 2007 Chrysler Town & Country | 0802 | 3 / 2 | Clay | Paratransit all 9 counties | Varies | Available | R; MR; MDT | 22641 | 2011 |
| 2009 Ford EIDorado | 0901 | 18 / 3 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 5812 | 2013 |
| 2009 Ford EIDorado | 0902 | 18 / 3 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 3190 | 2013 |
| 2007 Ford EIDorado | 1041 | 22 / 4 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 38210 | 2011 |
| 2001 Ford Supreme #1405 | 1405 | 16 / 4 | Dickinson | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 122335 | 2010 |
| 2003 Champion | 1480 | 20 / 2 | Emmet | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 86460 | 2010 |
| 2003 Champion | 1511 | 16 / 2 | Dickinson | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 98725 | 2010 |
| 2005 Chevy Braun Entervan | 1793 | 3 / 1 | Storm Lake Taxi | Buena Vista Co. | Varies | Evg & Week-ends | R | 110085 | 2010 |
| 2001 Ford EIDorado | 1894 | 20 / 4 | Hope Haven | Paratransit all 9 | Varies | Evg & | L & MR | 129285 | 2010 |

| | | | | | | | | | | |
|---------------------------|------|--------|--|-------------|--|--------|------------------------|-------------------|--------|------|
| 2005 Ford Supreme | 1900 | 16 / 4 | | Dickinson | counties Paratransit all 9 counties | Varies | Week-ends Available | L; MR; MDT | 65930 | 2010 |
| 2003 Champion | 2482 | 20 / 2 | | Hope Haven | counties Paratransit all 9 counties | Varies | Evg & Week-ends | L & MR | 97040 | 2010 |
| 1997 Ford World Trans | 1433 | 16 / 2 | | Clay | | Varies | Available | L; MR; MDT | 17725 | 2010 |
| 1998 Goshen Coach | 2299 | 16 / 2 | | Clay | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT | 169063 | 2010 |
| 2005 Chevy Braun Entervan | 2560 | 3 / 1 | | Orange City | Hawarden | Varies | Available | R | 74637 | 2010 |
| 2005 Ford Supreme | 2901 | 16 / 4 | | Dickinson | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 63450 | 2010 |
| 2007 Ford El Dorado | 3043 | 20 / 2 | | Buena Vista | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 32638 | 2010 |
| 2007 Ford El Dorado | 4044 | 16 / 2 | | Clay | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 41622 | 2010 |
| 2003 Activan | 4539 | 5 / 2 | | Emmet | counties Paratransit all 9 counties | Varies | Available | R | 57639 | 2010 |
| 2001 Ford Supreme | 4541 | 16 / 4 | | Lyon | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT | 122200 | 2010 |
| 2002 Ford Supreme | 4578 | 14 / 4 | | O'Brien | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 114596 | 2010 |
| 2001 Ford El Dorado | 4895 | 18 / 4 | | O'Brien | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT | 137425 | 2010 |
| 2006 Ford Supreme | 5280 | 20 / 4 | | O'Brien | counties Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 44092 | 2010 |

| | | | | | | | | | | | |
|-----------------------|------|----|---|---|-------------|----------------------------|--------|-----------|----------------|--------|------|
| 2001 Ford Supreme | 5542 | 16 | / | 4 | Buena Vista | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 135645 | 2010 |
| 2001 Ford El Dorado | 5897 | 20 | / | 4 | Emmet | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 130474 | 2010 |
| 2006 Ford Supreme | 6506 | 20 | / | 4 | Dickinson | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 51552 | 2010 |
| 1995 Ford Supreme | 6594 | 13 | / | 1 | Emmet | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 190981 | 2010 |
| 2005 Ford Supreme | 6902 | 14 | / | 4 | Dickinson | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 59085 | 2010 |
| 2006 Ford Supreme | 7281 | 20 | / | 4 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 44460 | |
| 2006 Ford Supreme | 7507 | 20 | / | 4 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | | |
| 2001 Ford El Dorado | 7896 | 20 | / | 4 | Buena Vista | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 37730 | 2010 |
| 2001 Ford #8205 | 8205 | 9 | / | 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 62193 | 2010 |
| 2006 Ford Supreme | 8508 | 20 | / | 4 | Palo Alto | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 53860 | 2010 |
| 2003 Champion | 9962 | 16 | / | 2 | Sibley | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 86881 | 2010 |
| 2003 Champion | 9964 | 16 | / | 2 | Spirit lake | Paratransit all 9 counties | Varies | Available | L; MR; MDT; SC | 84202 | 2010 |
| 1997 Ford World Trans | 1433 | 16 | / | 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 177915 | 2010 |
| | | | | | | | | | | | |

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|------------------------|------|--------|-------------|----------------------------|--------|-----------------|------------|--------|------|
| 1997 Ford World Trans | 4818 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 175545 | 2010 |
| | | | | | | | | | |
| 1997 Ford World Trans | X822 | 25 / 0 | Clay | Paratransit all 9 counties | Varies | Available | L & MR | 171306 | 2010 |
| 1998 Goshen Coach | 5278 | 16 / 2 | O'Brien | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 189245 | 2010 |
| 1998 Goshen Coach | 3300 | 16 / 2 | Hope Haven | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 179990 | 2010 |
| 1998 Goshen Coach | 4297 | 16 / 2 | Buena Vista | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 167050 | 2010 |
| | | | | | | | | | |
| 1995 Freedom One | 1297 | 3 / 2 | Hope Haven | Paratransit all 9 counties | Varies | Evg & Week-ends | R | 90535 | 2010 |
| 1995 Freedom One #2301 | 2301 | 3 / 2 | VNW | Paratransit all 9 counties | Varies | Evg & Week-ends | R | 97565 | 2010 |
| | | | | | | | | | |
| 1997 Ford World Trans | 3434 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 169260 | 2010 |
| 1998 Goshen Coach | 8280 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 188050 | 2010 |
| | | | | | | | | | |
| 1998 Goshen Coach | 6275 | 8 / 4 | O'Brien | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 187300 | 2010 |
| 1998 Goshen Coach | 6276 | 8 / 4 | O'Brien | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 171960 | 2010 |
| | | | | | | | | | |

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|-----------------------|------|--------|-------------|----------------------------|--------|-----------------|----------------|--------|------|
| 1997 Ford World Trans | 5815 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 176161 | 2010 |
| 1997 Ford World Trans | 6819 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 201090 | 2010 |
| 1997 Ford World Trans | 8821 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 173630 | 2010 |
| 1997 Ford World Trans | 4824 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 185585 | 2010 |
| 1985 Wayne | 3744 | 37 / 0 | Buena Vista | Storm Lake | 10 | Evg & Week-ends | None | 18537 | 2010 |
| 1998 Goshen Coach | 3279 | 12 / 2 | Buena Vista | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 159950 | 2010 |
| 1998 FORD El Dorado | 3986 | 12 / 2 | Sioux | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 159725 | 2010 |
| 1999 Ford Supreme | 5420 | 12 / 2 | Sioux | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 159360 | 2010 |
| 1998 FORD El Dorado | 9273 | 12 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 175575 | 2010 |
| 1998 Goshen Coach | 2299 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 180790 | 2010 |
| 1998 Goshen Coach | 4904 | 16 / 2 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 157415 | 2010 |
| 1998 Goshen Coach | 8298 | 16 / 2 | Buena Vista | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 168030 | 2010 |
| 2001 FORD El dorado | 5513 | 20 / 4 | Clay | Paratransit all 9 counties | Varies | Available | L & MR | 182445 | 2010 |
| 1998 FORD El dorado | 2587 | 31 / 2 | Dickinson | Spirit Lake | Varies | Evg & Week-ends | L; MR; MDT; SC | 125290 | 2010 |

| | | | | | | | | | | | |
|--------------------|------|----|---|---|-------------|----------------------------|--------|-----------------|------------|--------|------|
| 1997 Freedom One | 1601 | 3 | / | 2 | Clay | Paratransit all 9 counties | Varies | Available | R | 80950 | 2010 |
| 1997 Freedom One | 6600 | 3 | / | 2 | Clay | Paratransit all 9 counties | Varies | Available | R | 116467 | 2010 |
| 1997 Freedom One | 9604 | 3 | / | 2 | Clay | Paratransit all 9 counties | Varies | Available | R | 127836 | 2010 |
| 1997 Freedom One | 2602 | 3 | / | 2 | Clay | Paratransit all 9 counties | Varies | Available | R | 140855 | 2010 |
| 1995 Allen Ashley | 8804 | 6 | / | 1 | Clay | Paratransit all 9 counties | Varies | Available | R | 119400 | 2010 |
| 1996 Allen Ashley | 9759 | 6 | / | 1 | Clay | Paratransit all 9 counties | Varies | Available | R | 91615 | 2010 |
| 1999 Ford Supreme | 5419 | 8 | / | 1 | Lyon | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 119570 | 2010 |
| 1999 Ford Supreme | 9421 | 8 | / | 1 | Sioux | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 145685 | 2010 |
| 1999 Ford Supreme | 9422 | 8 | / | 1 | Clay | Paratransit all 9 counties | Varies | Available | L; MR; MDT | 134353 | 2010 |
| 1992 International | 5643 | 50 | / | 0 | Camp Foster | Spirit lake | Varies | Evg & Week-ends | None | 166322 | 2010 |

Service Type: HS = Head Start

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;

MDT = Mobile Data Terminal/Computer; SC = Security Camera

Additionally, the fleet of RTA vehicles contains 71 with lifts or ramps, 69 of the vehicles comply with ADA standards

RIDES employs 19 full time and 58 part time staff with most of the part time workers being drivers. The Regional Transit Authority is the single administrative agency (private non-profit) for public transportation in the region. The RTA policy board consists of 9 members, one representative from each of the nine county boards of supervisors. The county board representatives to the policy committee are selected by each of the nine county boards of supervisors. The policy board of RTA adopted by-laws and submitted articles of incorporation to the Secretary of State in October, 1979. On July 1, 1980, RTA became a free-standing agency separate from the Iowa Lakes Area Agency on Aging.

The RTA administrative office is located in Spencer, Iowa. RTA provides the majority of its services directly. In several instances RTA does contract for some services by leasing vehicles to cities or agencies for general transportation within their communities. These services are strictly contractual, with each of the providers supplying drivers and paying operating and maintenance expenses. RTA retains policy control over use of these vehicles.

The RTA has become responsible for the administration and overhead support services for the overall regional transit system with the designation by the Boards of Supervisors as the Regional Transit Provider. This consolidation of transit services into one agency has been mutually agreed upon by the nine county boards of supervisors.

Total operating costs were \$2,453,333 for the year. Passenger revenue comprised \$381,134, contract revenue for operations was \$696,881, and other revenue for operations was \$126,586, local funds. FTA for operations was \$627,682 and STA for operations was \$404,935.

School Districts

There are 33 school districts within region 3. They are as follows:

Sioux Central, Laurens-Marathon, Aurelia, Alta, Storm Lake, Albert City – Truesdale, Newell-Fonda, West Bend-Mallard, Emmetsburg, Sentral, Graettinger, Ruthven-Ayrshire, South Clay, Spencer, Clay Central – Everly, Okoboji, Terril, Spirit Lake, Harris-Lake Park, Hartley-Melvin-Sanborn, Estherville-Lincoln Central, Armstrong-Ringsted, Sibley-Ocheyedan, Sheldon, George-Little Rock, Central Lyon, West Lyon, Rock Valley, Boyden-Hull, Sioux Center, West Sioux, South O'Brien and MOC- Floyd Valley.

School Districts provide transportation to and from school, field trips, athletic events and special school related outings. Districts may provide other types of services. One district provided additional information on the varied service they provide within their respective area:

West Sioux School District and the community of Hawarden have a cooperative program whereby West Sioux transportation vehicles are made available to various groups within the city.

The city has a youth recreation program that provides activities for students on days when there are no classes due to Teacher Development Days and during the summer months. West Sioux buses are used to transport students to these activities. The city pays the cost of the driver, but the school does not charge for fuel or mileage.

The city activity program also plans events for Senior Citizens. For these events, school vans are supplied. They supply their own driver and there is no charge for fuel or mileage assessed by the school district.

Churches, also, have used West Sioux vehicles with the same arrangement – pay for the driver, but no charge for fuel or mileage. The district also indicated that this cooperative effort has worked well for both the school and citizens of the

community. School transportation is established to serve primarily students and school staff during school hours.

Annual Transportation Data for Iowa Public Schools

Revised 9/22/08

| Dist. # | District Name | Enrollment (less shared time stds) | Route Miles | Non- Route Miles | Net Operating Cost | Ave # Students Transported | Ave Cost Per Pupil Transported | Ave Cost Per Pupil Enrolled | Ave Cost Per Mile | District Square Miles |
|---------|------------------------|--|----------------|------------------------|--------------------------|----------------------------------|--------------------------------------|-----------------------------------|----------------------|-----------------------------|
| | | | | | | | | | | |
| 72 | Albert City-Truesdale | 251.30 | 65,323.00 | 7,581.00 | \$116,260.21 | 104.6 | \$1,111.47 | \$462.64 | \$1.78 | 116 |
| 171 | Alta | 575.40 | 93,963.00 | 74,615.00 | \$92,456.53 | 247 | \$374.32 | \$160.68 | \$0.98 | 124 |
| 333 | Armstrong-Ringsted | 355.00 | 79,120.00 | 21,181.00 | \$204,658.10 | 223 | \$917.75 | \$576.50 | \$2.59 | 182 |
| 423 | Aurelia | 300.10 | 36,296.00 | 13,878.00 | \$53,952.30 | 107.9 | \$500.02 | \$179.78 | \$1.48 | 132 |
| 747 | Boyd-Hull | 603.90 | 69,750.00 | 53,822.00 | \$141,459.46 | 395 | \$358.13 | \$234.24 | \$2.03 | 110 |
| 1095 | Central Lyon | 721.20 | 56,890.00 | 23,916.00 | \$102,059.79 | 247 | \$413.20 | \$141.51 | \$1.80 | 164 |
| 1218 | Clay Central-Everly | 437.10 | 78,501.00 | 19,868.00 | \$123,231.94 | 198.5 | \$620.82 | \$281.93 | \$1.57 | 214 |
| 2088 | Emmetsburg | 652.60 | 72,070.00 | 21,465.00 | \$207,476.58 | 253.7 | \$817.80 | \$317.92 | \$2.88 | 130 |
| 2124 | Estherville Lincoln | 1,365.30 | 94,385.00 | 34,942.00 | \$240,533.60 | 567 | \$424.22 | \$176.18 | \$2.55 | 165 |
| 2457 | George-Little Rock | 501.60 | 71,512.00 | 24,782.00 | \$187,005.99 | 251 | \$745.04 | \$372.82 | \$2.62 | 48 |
| 2556 | Graettinger | 236.00 | 26,163.00 | 7,165.00 | \$62,290.37 | 72 | \$865.14 | \$263.94 | \$2.38 | 93 |
| 2846 | Harris-Lake Park | 290.20 | 56,657.00 | 16,000.00 | \$85,479.01 | 188 | \$454.68 | \$294.55 | \$1.51 | 169 |
| 2862 | Hartley-Melvin-Sanborn | 701.20 | 136,822.00 | 26,538.00 | \$189,761.57 | 508.9 | \$372.89 | \$270.62 | \$1.39 | 140 |
| 3537 | Laurens-Marathon | 401.00 | 47,829.00 | 15,499.00 | \$109,783.59 | 147 | \$746.83 | \$273.77 | \$2.29 | 138 |
| 4149 | MOC-Floyd Valley | 1,313.50 | 140,822.00 | 35,651.00 | \$273,019.08 | 730.6 | \$373.69 | \$207.86 | \$1.94 | 166 |
| 4644 | Newell-Fonda | 478.00 | 77,472.00 | 29,411.00 | \$172,893.93 | 150 | \$1,152.63 | \$361.70 | \$2.23 | 208 |
| 4890 | Okoboji | 908.50 | 116,288.00 | 61,000.00 | \$216,923.00 | 640 | \$338.94 | \$238.77 | \$1.86 | 123 |
| 5607 | Rock Valley | 536.30 | 50,478.00 | 9,220.00 | \$97,642.76 | 230.7 | \$423.25 | \$182.07 | \$1.93 | 125 |
| 5724 | Ruthven-Ayrshire | 256.00 | 31,752.00 | 12,368.00 | \$63,525.79 | 138.7 | \$458.01 | \$248.15 | \$2.00 | 102 |
| 5868 | Sentral | 200.00 | 49,662.00 | 8,423.00 | \$119,825.29 | 197 | \$608.25 | \$599.13 | \$2.41 | 123 |
| 5949 | Sheldon | 1,028.00 | 102,641.00 | 36,944.00 | \$192,511.37 | 388 | \$496.16 | \$187.27 | \$1.88 | 110 |
| 5994 | Sibley-Ocheyedan | 858.30 | 93,748.00 | 23,738.00 | \$223,586.53 | 416.8 | \$536.44 | \$260.50 | \$2.39 | 156 |
| 6030 | Sioux Center | 965.30 | 81,121.00 | 17,389.00 | \$195,984.93 | 775.2 | \$252.82 | \$203.03 | \$2.42 | 170 |
| 6035 | Sioux Central | 431.00 | 69,326.00 | 30,856.00 | \$156,366.07 | 404.9 | \$386.18 | \$362.80 | \$2.26 | 107 |

| | | | | | | | | | | |
|------|-------------------|----------|------------|-----------|--------------|--------|------------|----------|--------|-----|
| 6092 | South Clay | 176.00 | 44,233.00 | 1,084.00 | \$96,183.98 | 102.9 | \$934.73 | \$546.50 | \$2.17 | 231 |
| 6099 | South O'Brien | 700.00 | 115,982.00 | 32,156.00 | \$220,219.97 | 295.9 | \$744.24 | \$314.60 | \$1.90 | 110 |
| 6102 | Spencer | 1,918.50 | 85,108.00 | 40,079.00 | \$298,681.48 | 1002.3 | \$298.00 | \$155.68 | \$3.51 | 110 |
| 6120 | Spirit Lake | 1,253.10 | 98,545.00 | 46,325.00 | \$225,313.40 | 646.8 | \$348.35 | \$179.80 | \$2.29 | 105 |
| 6219 | Storm Lake | 1,999.70 | 54,839.00 | 72,708.00 | \$199,154.61 | 1203.9 | \$165.42 | \$99.59 | \$3.62 | 85 |
| 6345 | Terril | 187.00 | 54,712.00 | 12,093.00 | \$82,501.37 | 72.5 | \$1,137.95 | \$441.18 | \$1.51 | 131 |
| 6921 | West Bend-Mallard | 339.10 | 77,214.00 | 19,574.00 | \$154,811.85 | 207.8 | \$745.00 | \$456.54 | \$2.00 | 202 |
| 6983 | West Lyon | 737.20 | 131,940.00 | 28,524.00 | \$294,681.84 | 741.3 | \$397.52 | \$399.73 | \$2.23 | 148 |
| 6990 | West Sioux | 733.80 | 55,594.00 | 31,352.00 | \$125,850.79 | 187.4 | \$671.56 | \$171.51 | \$2.27 | 189 |

As the table shows, a total of 370 vehicles are operated by the 33 districts. The numbers of vehicles range from a high of 22 in the South O'Brien District to a low of 5 in Aurelia District.

| District Name | Total |
|-----------------------------|------------|
| Albert City-Truesdale | 8 |
| Alta | 11 |
| Armstrong-Ringsted | 10 |
| Aurelia | 5 |
| Boyden-Hull | 11 |
| Central Lyon | 10 |
| Clay Central-Everly | 9 |
| Emmetsburg | 15 |
| Estherville-Lincoln Central | 15 |
| George-Little Rock | 10 |
| Graettinger | 6 |
| Harris-Lake Park | 7 |
| Hart-Melvin-Sanborn | 12 |
| Laurens-Marathon | 8 |
| MOC-Floyd Valley | 14 |
| Newell-Fonda | 12 |
| Okoboji | 14 |
| Rock Valley | 6 |
| Ruthven-Ayrshire | 7 |
| Sentral | 7 |
| Sheldon | 15 |
| Sibley-Ocheyedan | 12 |
| Sioux Center | 14 |
| Sioux Central | 16 |
| South Clay | 6 |
| South O'Brien | 22 |
| Spencer | 20 |
| Spirit Lake | 13 |
| Storm Lake | 19 |
| Terril | 11 |
| West Bend-Mallard | 10 |
| West Lyon | 6 |
| West Sioux | 9 |
| Totals | 370 |

St. Lukes Lutheran Home

St. Lukes is a senior care provider that provides transportation for group activity to its residents only. These are mostly trips for residents to medical appointments throughout the area. St. Lukes indicated that their vehicles operate Monday through Friday from approximately 7:30 a.m. to 4:00 p.m. but on occasion they will run on a weekend. St. Lukes does not track information about total annual mileage or trip numbers.

St. Lukes responded that they own two vans with ramps. One van is used only as a backup when the primary one is used or broken. St. Lukes has one full time driver, and one full time maintenance staff. St. Lukes does not receive public funding and does not earn revenue for the service provided.

Village Northwest

Village Northwest is a non-profit community organization. Village Northwest provides general transportation for its clients only. They also cover medical appointments, shopping (both in and out of town), recreational outings to ballgames, concerts, etc. Village Northwest operates 7 days a week. In the last year Village Northwest traveled 79,000 miles and carried 628 passengers. Village Northwest has nine vehicles for transportation including three 15 passenger vans with lifts, and 2 minivans with ramps. They have 2 administrative personnel, 1 maintenance person, and 50 drivers. Village Northwest doesn't receive revenue for the services it provides for its residents.

Hope Haven

Hope Haven is a non profit community based organization that provides transformational services for there residents. Hope Haven provides transportation for their clients to medical appointments, worksites and community work sites. Hope Haven has 2 cars, 1 mini-van and 1 light duty bus. They also lease 4 buses from the RTA (RIDES). Hope Haven did not provide any numbers concerning miles, trips, or operating expenses.

ECHO Plus

Echo Plus Inc. is a sheltered workshop that provides supported community living programs to its clients. Echo vehicles are used for the residents only at their waiver homes. The minivans allow the 3 to 5 people who live in each house to do normal household activities. The remaining minivans utilized in the supported community living program for the 55 people they support and teach in their own apartments. The Echo staff drives the vehicles to provide access to groceries, medical appointments and prescriptions, shopping, church, recreation and other normal activities. The vehicles operate primarily Monday through Friday. Echo doesn't track trips or mileage, and doesn't receive revenues for their services provided.

Genesis Development

Genesis is an agency that helps handicapped patrons located in Storm Lake, IA. They provide transportation services for their residents only. They make work trips for residents, as well as medical trips for residents as well. The work vans operate Monday through Friday while there other three vehicles operate seven days a week. Genesis didn't provide mileage as its not tracked, but mentioned that primarily there trips are within Buena Vista County. Genesis has five vehicles including a 15 and 12 passenger work vans, a minivan, a car, and a wheelchair accessible van. Genesis has no full time drivers and uses on hand staff to make the needed trips. They do not track operating expenses and do not receive revenues for the services provided.

Horizons Unlimited

Horizons Unlimited is a life care home in Emmetsburg that provides some transportation to its residents. They make trips for residents only and these consist of work trips into the community as well as medical appointments, and other miscellaneous trips for the residents. The community work trips are only five days a week and all the other transit services are offered all seven days.

Horizons doesn't track miles or trips but said that most trips are completed within Palo Alto County. They own 8 vans and 1 car and utilize on-hand staff to make the trips. Horizons also does not receive revenue for the services they provide to there residents.

Spencer Cab Company

The Spencer Cab Company is a privately owned cab company in Spencer that offers demand responsive service to anyone in Spencer. The cab operates Monday through Saturday during the week with Sunday as an off day. The Spencer Cab Company is under new ownership as of January 1, 2010 and so trips and miles were not available. The owner did say that they average about 40 to 60 calls a day and that they will make trips all over Spencer and Clay County. Spencer Cab only has one vehicle and the owner does all of the driving. The Spencer Cab Company did not provide any operating expenses or revenue information for the plan.

Storm Lake Cab Company

The Storm Lake Cab Company is a privately owned cab company in Storm Lake Iowa that provides a variety of services. They predominantly do demand responsive service, but also run a shuttle to the Omaha airport for Buena Vista University. Anyone is available to use the demand responsive services, and Buena Vista Students are able to use the shuttle. The Storm Lake Cab Company is open seven days a week. They do not have numbers for actual trips or rides provided but the owner indicated they receive at least 100 calls a day. They will go anywhere, but indicated that 90% of there trips are within Buena Vista County or up to Spencer. The Storm Lake Cab owns three cars and one 15 passenger van and they also lease a vehicle from RIDES. Storm Lake Cab Company is privately owned and therefore did not release any operating or revenue information.

Clay County Veterans

Clay County Veterans own a 12 passenger non handicap accessible van that provides client transportation for any veterans needing transportation to the VA hospital in Sioux Falls, South Dakota. There are no hours as they operate when a veteran needs transportation to the hospital. They also offer transportation to Palo Alto, O'Brien, and Sioux County veterans to the hospital in Sioux Falls. They currently have 15 volunteer drivers and in the past year provided 1629.5 hours and 172 trips. They took between 25-49 trips a month. The Clay County Veteran affairs handle all of the coordination efforts. They did not provide any operating or revenue information for this plan.

Dickinson County Veterans

The Dickinson County Veterans Affairs also owns a 12 passenger non handicap accessible van. They also provide trips only to veterans to VA hospitals with 99% of the trips being to the VA Hospital in Sioux Falls. The service operates five days a week and along with providing transportation for veterans in Dickinson County, also provides it for veterans in Emmet, Osceola, and Lyon Counties. In the past year Dickinson County Veterans used volunteer drivers to make 181 trips that covered approximately 34,390 miles. The Dickinson County Veteran Affairs manages and coordinates all of the trips and declined to offer any expense and revenue information.

Section 3 – Needs and Gap Analysis

Region 3 is an expansive rural Midwest region over 4,800 square miles in size and home to over 140,000 persons as of the last census in 2000. The predominance of the landscape is rolling prairie checker boarded with mixes of agriculture, natural lakes, rivers, marshes, timber, rural homes and municipalities.

There are many facets that guide and have effect upon transportation services. Population demographics is one of those facets. The overall age, number and trends of a region's population have a great influence on the types of services needed. The following information will explore the region's population and its forecasted trends.

Population of Region Three

As of the 2000 Census, Region 3 had a total population of 140,664 persons. This total population comprised 4.8% of the State of Iowa. However, the most current estimates of 2007 indicate that the region had lost population down to 137,661 total persons, which accounted for 4.58% of the State's population. The following table illustrates regional population by county from 1970 to 2007, and the region's Iowa total population percentage. Table I shows that the region's population has fluctuated; however it has a consistent decline in its percentage of Iowa as a whole.

Table 1 - Population Change of the Region 3 Counties.

| | 1970 | 1980 | 1990 | 2000 | 2007 | Net Population Change 1970- 2007 | Percent Change 1970- 2007 |
|--------------------------|----------------|----------------|----------------|----------------|----------------|--|---------------------------------|
| Buena Vista | 20,762 | 20,816 | 19,992 | 20,354 | 19,776 | -986 | -5.0 |
| Clay | 18,475 | 19,562 | 17,654 | 17,370 | 16,689 | -1786 | -10.7 |
| Dickinson | 12,626 | 15,627 | 14,935 | 16,461 | 16,696 | +4070 | 24.4 |
| Emmet | 13,992 | 13,339 | 11,592 | 10,990 | 10,414 | -3578 | -34.4 |
| Lyon | 13,282 | 12,884 | 11,978 | 11,743 | 11,763 | -1519 | -12.9 |
| O'Brien | 17,583 | 16,989 | 15,451 | 15,067 | 14,062 | -3521 | -25.0 |
| Osceola | 8,542 | 8,354 | 7,285 | 6,982 | 6,468 | -2074 | -32.1 |
| Palo Alto | 13,361 | 12,723 | 10,642 | 10,136 | 9,442 | -3919 | -41.5 |
| Sioux | 28,028 | 30,815 | 29,927 | 31,561 | 32,351 | +4323 | 13.4 |
| Region 3 | 146,651 | 151,109 | 139,456 | 140,664 | 137,661 | -8990 | -6.5 |
| Region Makeup of Iowa | 5.18% | 5.18% | 5.01% | 4.80% | 4.58% | | |

Source: Woods and Poole 2008

Rural/Urban and Regional Percentage of the Population

Table 2 shows the distribution between rural and urban populations in Region 3. To be noted from the following table it shows that there is a decrease in rural population, which can be attributed to many reasons, but is reflective of a continued urbanism trend.

Table 2 – Urban/Rural Population Distribution by County 2000, 1990, 1980

| Area | Population | | | | | | | | | | | |
|----------------------|------------|-----------|-----------|---------------|-----------|-----------|-----------|---------------|-----------|-----------|-----------|---------------|
| | 2000 | | | | 1990 | | | | 1980 | | | |
| | Total | Urban | Rural | Percent Rural | Total | Urban | Rural | Percent Rural | Total | Urban | Rural | Percent Rural |
| State of Iowa | 2,926,324 | 1,787,432 | 1,138,892 | 38.9% | 2,776,755 | 1,683,065 | 1,093,690 | 39.4% | 2,913,808 | 1,708,232 | 1,205,576 | 41.4% |
| Buena Vista | 20,354 | 10,635 | 9,719 | 47.7% | 19,992 | 8,769 | 11,223 | 56.1% | 20,816 | 8,814 | 12,002 | 57.7% |
| Clay | 17,370 | 10,927 | 6,443 | 37.1% | 17,654 | 11,066 | 6,588 | 37.3% | 19,562 | 11,726 | 7,836 | 40.1% |
| Dickinson | 16,461 | 11,434 | 5,027 | 30.5% | 14,935 | 3,871 | 11,064 | 74.1% | 15,627 | 3,976 | 11,651 | 74.6% |
| Emmet | 10,990 | 6,554 | 4,436 | 40.4% | 11,592 | 6,720 | 4,872 | 42.0% | 13,339 | 7,518 | 5,821 | 43.6% |
| Lyon | 11,743 | 2,573* | 9,170 | 78.1% | 11,978 | 2,601 | 9,377 | 78.3% | 12,884 | 2,693 | 10,191 | 79.1% |
| O'Brien | 15,067 | 4,583 | 10,484 | 69.6% | 15,451 | 4,866 | 10,585 | 68.5% | 16,989 | 4,988 | 12,001 | 70.6% |
| Osceola | 6,982 | 2,732 | 4,250 | 60.9% | 7,285 | 2,815 | 4,470 | 61.4% | 8,354 | 3,051 | 5,303 | 63.5% |
| Palo Alto | 10,136 | 3,691 | 6,445 | 63.6% | 10,642 | 3,940 | 6,702 | 63.0% | 12,723 | 4,621 | 8,102 | 63.7% |
| Sioux | 31,561 | 14,434 | 17,127 | 54.3% | 29,927 | 12,625 | 17,302 | 57.8% | 30,815 | 14,619 | 16,196 | 52.6% |
| Region 3 | 140,664 | 64,990 | 73,101 | 52.0% | 139,456 | 57,273 | 82,183 | 58.9% | 151,109 | 60,006 | 89,103 | 59.0 |

Source: State Data Center of Iowa /US Census*

Referring to Table 2, all but two counties declined in rural population from 1990-2000. Two counties, Palo Alto and O'Brien, showed a less than one percent increase in rural population. The rest of the counties lost approximately 8.29% of their rural population, with the highest percentage loss of 43.6% in Dickinson County and the lowest is .2% in Clay and Lyon Counties.

Table 3 – Region 3 Population Break Down By County

| | 1970 | 1980 | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2040 |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Buena Vista | 14.16% | 13.78% | 14.34% | 14.47% | 14.38% | 14.36% | 14.26% | 14.16% | 14.06% | 13.97% | 13.87% | 13.77% |
| Clay | 12.60% | 12.95% | 12.66% | 12.35% | 12.20% | 12.17% | 12.17% | 12.18% | 12.18% | 12.18% | 12.18% | 12.18% |
| Dickinson | 8.61% | 10.34% | 10.71% | 11.70% | 12.08% | 12.37% | 12.69% | 13.02% | 13.34% | 13.65% | 13.97% | 14.28% |
| Emmet | 9.54% | 8.83% | 8.31% | 7.81% | 7.62% | 7.49% | 7.33% | 7.17% | 7.00% | 6.84% | 6.68% | 6.52% |
| Lyon | 9.06% | 8.53% | 8.59% | 8.35% | 8.34% | 8.17% | 8.10% | 8.03% | 7.95% | 7.87% | 7.80% | 7.71% |
| O'Brien | 11.99% | 11.24% | 11.08% | 10.71% | 10.37% | 10.17% | 10.02% | 9.88% | 9.74% | 9.60% | 9.46% | 9.32% |
| Osceola | 5.82% | 5.53% | 5.22% | 4.96% | 4.82% | 4.68% | 4.61% | 4.54% | 4.47% | 4.41% | 4.34% | 4.27% |
| Palo Alto | 9.11% | 8.42% | 7.63% | 7.21% | 6.97% | 6.78% | 6.61% | 6.44% | 6.27% | 6.11% | 5.94% | 5.78% |
| Sioux | 19.11% | 20.39% | 21.46% | 22.44% | 23.21% | 23.82% | 24.20% | 24.59% | 24.98% | 25.37% | 25.76% | 26.16% |
| Region 3 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

Source: Woods and Poole

Table 3 breaks down the region by county and shows the total percentage of the overall population based on each county. Sioux County is estimated to be the highest populated county in the region with 23.21% in 2005 and continues to gain in population through the projected years.

Figures 1, 2 and 3, visually show the regional population break down between rural and urban. To be noted, the U.S. Census and the State Data Center of Iowa defines urbanized areas as those with populations of 50,000 or more, which Region 3 has none. However in the case of this table and figures used, urban clusters are shown and they are defined as areas that have a population of 2,500 people or more.

Figure 1

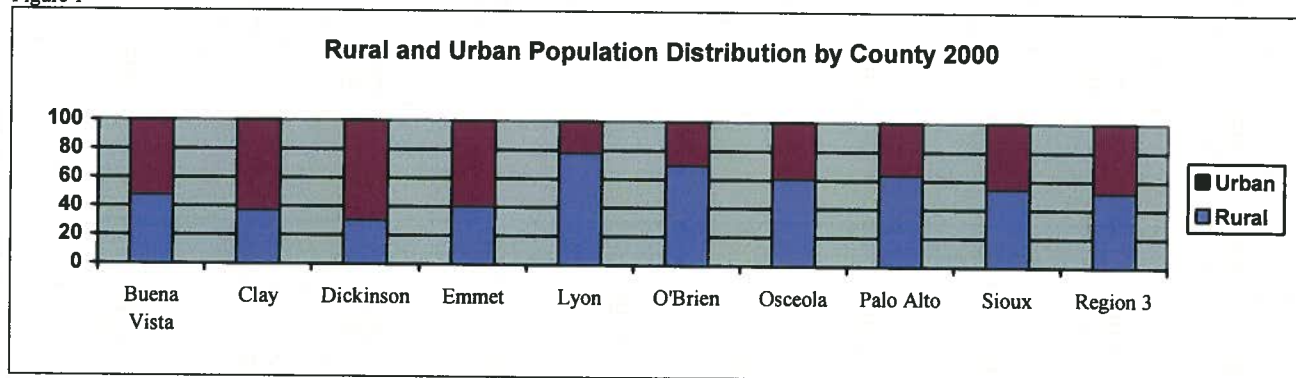


Figure 2

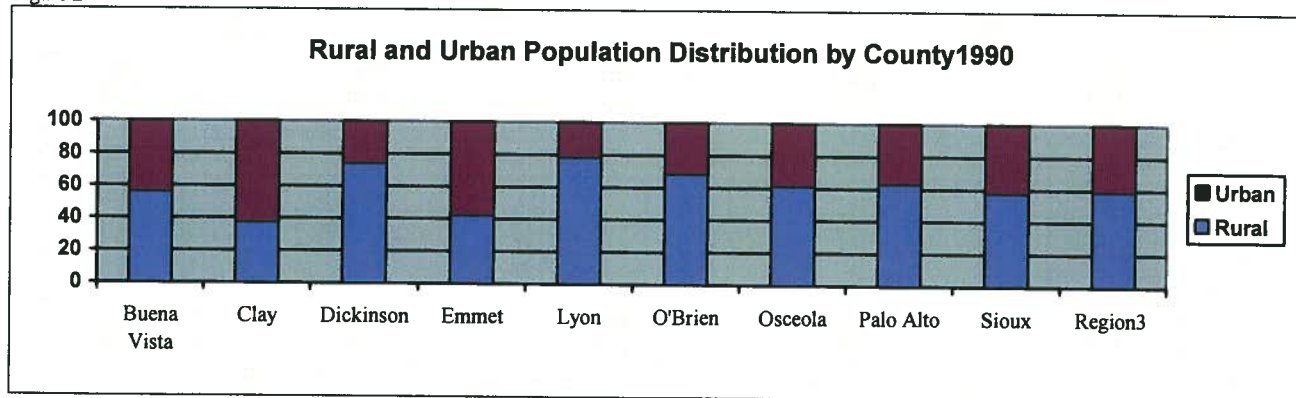
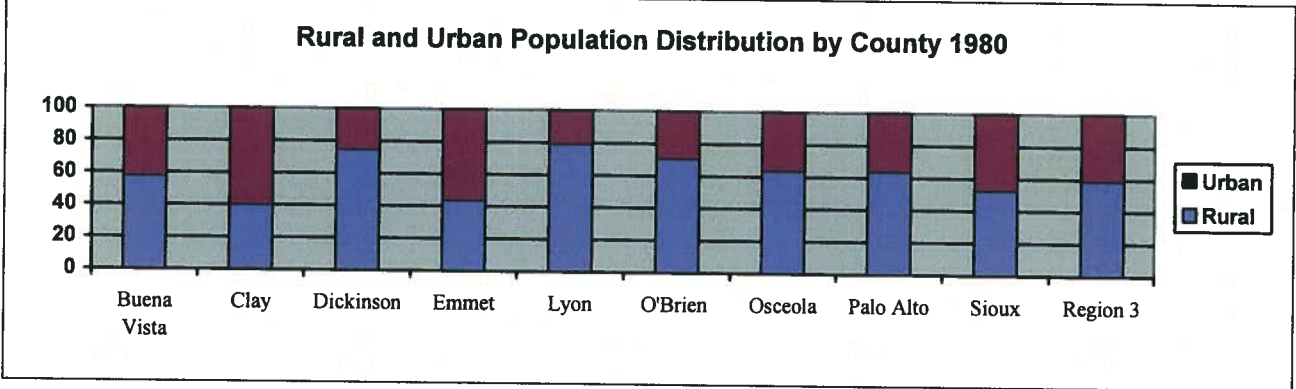


Figure 3



Source: ISU RECAP 2008

Future Population Projections

Accurate estimates of population are important factors in determining future need for a myriad of services. Analysis of these population projections can provide some insight into the type and quantity of future development and allows local officials to set policies to guide expected development and/or service needs. A few reputable agencies, including the Iowa State Demographer's office and the private consulting firm of *Woods & Poole Economics, Inc.* have developed population and demographic projections at the county level. Unfortunately, none of these entities generate projections for small cities.

One method used to determine future population is to explore and analyze the data presented in *Woods and Poole Economics, Inc.* population projections. *Woods and Poole Economics, Inc.* is an independent corporation located in Washington D.C. that specializes in long term county economic and demographic projections. Woods and Poole, Inc. maintains a database for every county in the U.S. that contains projections through the year 2040. Using *Woods & Poole Economics, Inc.* data is perceived to be more accurate than other sources or methods of calculating population projections. *Woods & Poole Economics, Inc.* data accounts for immigration and out-migration, as well as economic factors. Other projection models such as the cohort-survival method base its numbers strictly on births and deaths within a given population. Woods & Poole population projections are limited to the county and state level.

Table 4 and Figure 4 demonstrate the projected regional population in the nine counties over a 30 year period. They also show the percent of Region 3 to that of the State. As can be seen, the

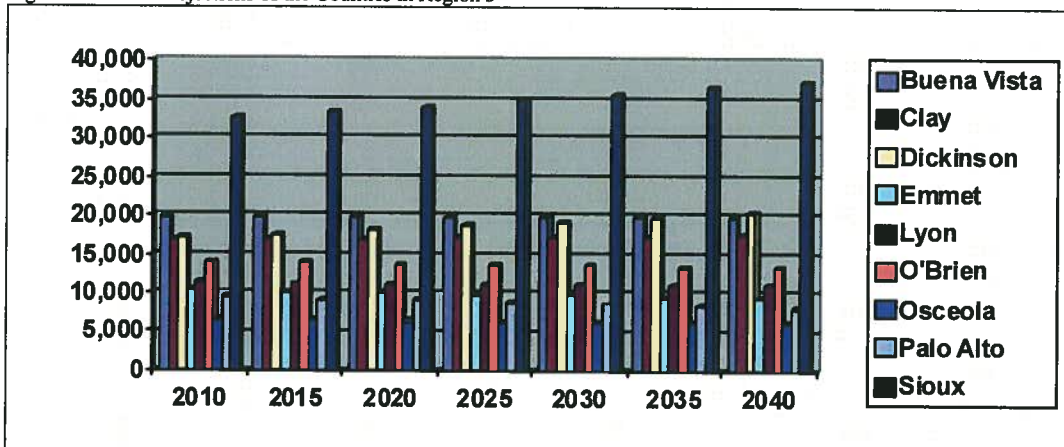
region's population doesn't fluctuate greatly and also remains rather static as percentage of total state population.

Table 4 – Future Projections of the Counties Population in Region 3

| | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2040 |
|-----------------------|---------|---------|---------|---------|---------|---------|---------|
| Buena Vista | 19,728 | 19,679 | 19,662 | 19,659 | 19,659 | 19,659 | 19,661 |
| Clay | 16,720 | 16,799 | 16,905 | 17,024 | 17,145 | 17,268 | 17,394 |
| Dickinson | 16,994 | 17,518 | 18,072 | 18,642 | 19,218 | 19,798 | 20,384 |
| Emmet | 10,296 | 10,115 | 9,950 | 9,791 | 9,632 | 9,473 | 9,314 |
| Lyon | 11,229 | 11,181 | 11,147 | 11,117 | 11,084 | 11,049 | 11,012 |
| O'Brien | 13,969 | 13,835 | 13,723 | 13,618 | 13,515 | 13,409 | 13,304 |
| Osceola | 6,424 | 6,360 | 6,305 | 6,255 | 6,205 | 6,153 | 6,102 |
| Palo Alto | 9,317 | 9,123 | 8,943 | 8,768 | 8,594 | 8,419 | 8,244 |
| Sioux | 32,722 | 33,398 | 34,138 | 34,914 | 35,707 | 36,513 | 37,337 |
| Region | 137,399 | 138,008 | 138,845 | 139,788 | 140,759 | 141,741 | 142,752 |
| Region Makeup of Iowa | 4.54% | 4.46% | 4.39% | 4.32% | 4.25% | 4.18% | 4.12% |

Source: Woods and Poole 2008

Figure 4 - Future Projections of the Counties in Region 3



Source: Woods and Poole 2008

As indicated, the population of the region is projected to slightly increase over the term of the projections. The projections also show that the region will also remain rather stable in its total as compared to the state's population as a whole, particularly through the years 2025. This may support that urbanism has reached its peak and that rural portions of the state may see their numbers stabilize. Time will tell.

A trend that coincides with a population that is remaining rather stable, either slightly increasing or decreasing, is an increase of the overall population aggregate. Table 5 supports this trend and provides the historic, current and future median ages for the region as compared to Iowa. As shown, the median age for the region and State have been in a continual increase since 1970. The

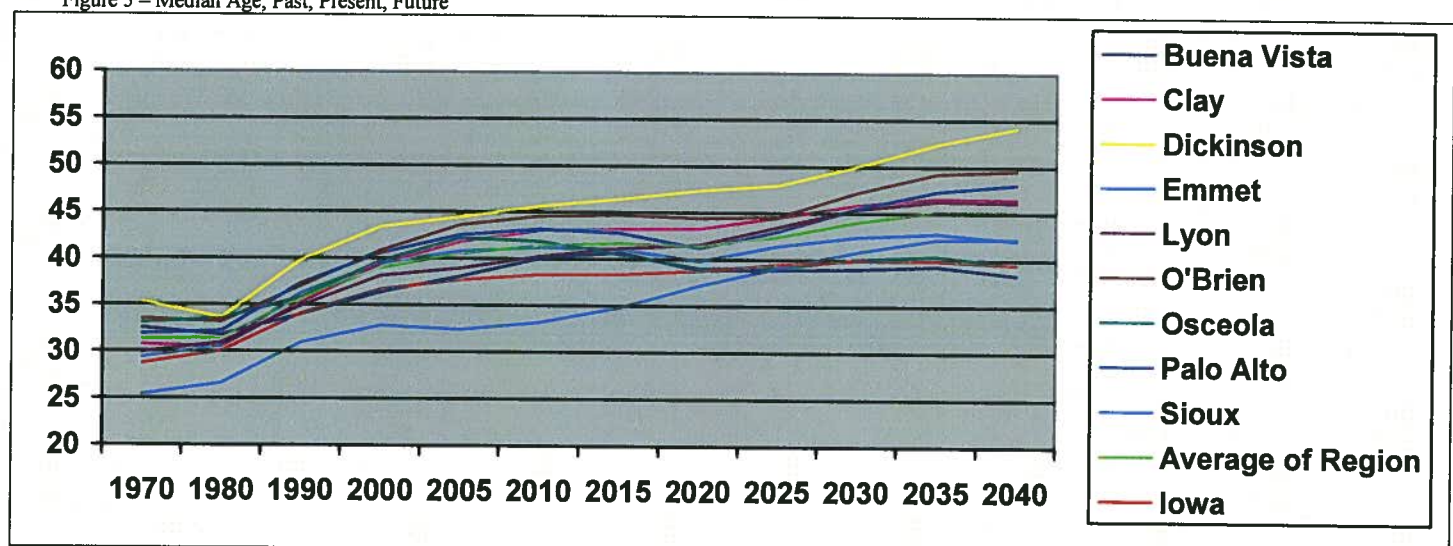
median age of 38.98 years for the region in 2000 is higher than the State's average at 36.7. This trend will continue and the average for the region remains continuously higher than the State's average throughout the table.

Table 5 - Median Age by County and Averages of the Region and State, Past Present and Future

| MEDIAN AGE of POPULATION (in years) | 1970 | 1980 | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2040 |
|-------------------------------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|-------------|-------------|--------------|--------------|--------------|
| Buena Vista | 32.5 | 31.79 | 33.97 | 36.4 | 38.09 | 40.05 | 40.72 | 38.87 | 38.93 | 39.04 | 39.33 | 38.42 |
| Clay | 30.73 | 30.47 | 35.2 | 39.39 | 41.8 | 43.01 | 43.24 | 43.29 | 44.54 | 45.88 | 46.6 | 46.51 |
| Dickinson | 35.3 | 33.63 | 39.82 | 43.39 | 44.47 | 45.64 | 46.43 | 47.41 | 47.98 | 50.07 | 52.46 | 54.19 |
| Emmet | 29.4 | 30.59 | 36.25 | 39.51 | 40.81 | 41.26 | 41.09 | 39.86 | 41.5 | 42.47 | 42.86 | 42.12 |
| Lyon | 29.9 | 30.92 | 34.88 | 38.13 | 38.96 | 40.27 | 41.14 | 41.58 | 43.49 | 45.45 | 46.3 | 46.21 |
| O'Brien | 33.48 | 33.14 | 37.02 | 40.82 | 43.62 | 44.56 | 44.73 | 44.42 | 44.6 | 47.23 | 49.25 | 49.59 |
| Osceola | 33.1 | 33.48 | 35.82 | 39.76 | 42.23 | 41.9 | 40.53 | 39.06 | 39.15 | 40.08 | 40.44 | 39.47 |
| Palo Alto | 31.88 | 32.19 | 37.32 | 40.61 | 42.53 | 43.21 | 42.82 | 41.24 | 43.06 | 45.53 | 47.37 | 48.11 |
| Sioux | 25.4 | 26.63 | 30.98 | 32.84 | 32.44 | 33.21 | 34.84 | 37.21 | 39.13 | 40.87 | 42.24 | 42.31 |
| Average of Region | 31.29 | 31.43 | 35.70 | 38.98 | 40.55 | 41.46 | 41.73 | 41.44 | 42.49 | 44.07 | 45.21 | 45.21 |
| Iowa | <u>28.7</u> | <u>30.05</u> | <u>34.08</u> | <u>36.7</u> | <u>37.73</u> | <u>38.32</u> | <u>38.37</u> | <u>38.8</u> | <u>39.5</u> | <u>39.94</u> | <u>39.96</u> | <u>39.53</u> |
| Difference | +2.60 | +1.38 | +1.62 | +2.28 | +2.82 | +3.14 | +3.36 | +2.64 | +2.99 | +4.13 | +5.25 | +5.68 |

Source: Woods and Poole 2008

Figure 5 – Median Age, Past, Present, Future



Source: Woods and Poole 2008

As seen in the Table and Figure 5, median age continues to grow. This trend indicates an entire slide of the population towards the upper age groups and will no doubt have an effect upon transportation needs and specific services.

Table 6 takes the previous data supplied in Table and Figure 5 and applies the aging trend to the individual age cohorts or groups. In this way the “graying” of the overall population can be

narrowed down to specifics. This will enable planners and policy makers to accurately use this information to develop appropriate programs and services. As the table shows, the population increases across the table are generally in the upper age cohorts of 55 to 79 years of age. This upper age group of persons will require different programs and services than younger adults or teens. As a forecasting tool, this information, coupled with input from HHS, long and short term health care providers can be invaluable in development of future transportation needs and subsequent programming.

Table6 - Age Distribution Changes for the Region and Iowa

| | 2005-2010 Change | | 2010-2015 Change | | 2015-2020 Change | | 2020-2025 Change | | 2025-2030 Change | |
|----------------------------------|------------------|--------|------------------|--------|------------------|--------|------------------|--------|------------------|--------|
| | Region | Iowa | Region | Iowa | Region | Iowa | Region | Iowa | Region | Iowa |
| POPULATION AGE UNDER 5 YEARS | -0.01% | 0.07% | -0.11% | 0.01% | -0.05% | -0.06% | -0.09% | -0.13% | -0.24% | -0.13% |
| POPULATION AGE 5 to 9 YEARS | 0.31% | 0.09% | -0.12% | 0.07% | -0.12% | 0.01% | -0.04% | -0.04% | -0.08% | -0.12% |
| POPULATION AGE 10 to 14 YEARS | -0.60% | -0.48% | 0.42% | 0.14% | -0.16% | 0.07% | -0.10% | 0.04% | -0.05% | -0.03% |
| POPULATION AGE 15 to 19 YEARS | -0.94% | -0.40% | -0.63% | -0.42% | 0.39% | 0.13% | -0.16% | 0.11% | -0.14% | 0.05% |
| POPULATION AGE 20 to 24 YEARS | -1.02% | -0.44% | -0.89% | -0.42% | -0.59% | -0.38% | 0.42% | 0.17% | -0.25% | 0.13% |
| POPULATION AGE 25 to 29 YEARS | 1.72% | 0.72% | -1.01% | -0.41% | -0.73% | -0.38% | -0.46% | -0.30% | 0.49% | 0.16% |
| POPULATION AGE 30 to 34 YEARS | 0.03% | 0.05% | 2.06% | 0.71% | -1.03% | -0.40% | -0.78% | -0.37% | -0.43% | -0.27% |
| POPULATION AGE 35 to 39 YEARS | -0.38% | -0.48% | -0.02% | 0.10% | 2.10% | 0.72% | -1.09% | -0.39% | -0.76% | -0.35% |
| POPULATION AGE 40 to 44 YEARS | -1.29% | -1.04% | -0.38% | -0.52% | -0.02% | 0.12% | 2.10% | 0.71% | -1.06% | -0.38% |
| POPULATION AGE 45 to 49 YEARS | -0.99% | -0.47% | -1.30% | -1.00% | -0.37% | -0.51% | 0.00% | 0.13% | 2.10% | 0.70% |
| POPULATION AGE 50 to 54 YEARS | 0.60% | 0.27% | -1.01% | -0.46% | -1.30% | -0.97% | -0.37% | -0.47% | 0.01% | 0.13% |
| POPULATION AGE 55 to 59 YEARS | 1.68% | 0.87% | 0.62% | 0.29% | -1.03% | -0.45% | -1.30% | -0.92% | -0.39% | -0.45% |
| POPULATION AGE 60 to 64 YEARS | 1.12% | 1.06% | 1.64% | 0.76% | 0.58% | 0.28% | -1.03% | -0.41% | -1.28% | -0.84% |
| POPULATION AGE 65 to 69 YEARS | -0.01% | 0.29% | 1.12% | 1.02% | 1.49% | 0.70% | 0.54% | 0.27% | -0.91% | -0.35% |
| POPULATION AGE 70 to 74 YEARS | -0.17% | 0.06% | 0.00% | 0.28% | 1.04% | 0.92% | 1.38% | 0.65% | 0.53% | 0.28% |
| POPULATION AGE 75 to 79 YEARS | -0.44% | -0.26% | -0.09% | 0.11% | 0.00% | 0.25% | 0.94% | 0.81% | 1.25% | 0.59% |
| POPULATION AGE 80 to 84 YEARS | -0.02% | -0.07% | -0.34% | -0.20% | -0.07% | 0.10% | 0.04% | 0.23% | 0.82% | 0.69% |
| POPULATION AGE 85 YEARS and OVER | 0.39% | 0.14% | 0.06% | -0.05% | -0.15% | -0.18% | 0.00% | -0.07% | 0.40% | 0.18% |

Source: Woods and Poole 2008

Lastly, Table 7 provides a potential outlook for minority population trends through the year 2040. Traditionally Region 3 has had low minority populations, however, the times they are a changing. The region has seen an increase in non-white populations recently and this trend is predicted to continue as shown in the table below. Table 7 shows the population percentages of Hispanic and Latinos within the region and how they coincide with those of the State of Iowa.

Table 7 – Region 3 and Iowa Percentage of Race

| Region 3 | 1990 | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| WHITE NON-HISPANIC POPULATION | 98.85% | 95.37% | 93.57% | 92.87% | 92.09% | 91.10% | 89.89% | 88.53% | 86.93% | 84.96% |
| BLACK NON-HISPANIC POPULATION | 0.10% | 0.24% | 0.37% | 0.43% | 0.48% | 0.52% | 0.55% | 0.59% | 0.64% | 0.70% |
| NATIVE AMERICAN NON-HISPANIC POPULATION | 0.13% | 0.15% | 0.17% | 0.18% | 0.19% | 0.20% | 0.20% | 0.20% | 0.21% | 0.22% |
| ASIAN AMERICAN and PACIFIC ISLANDER NON-HIS | 0.58% | 1.01% | 1.06% | 1.21% | 1.43% | 1.68% | 1.95% | 2.25% | 2.55% | 2.88% |

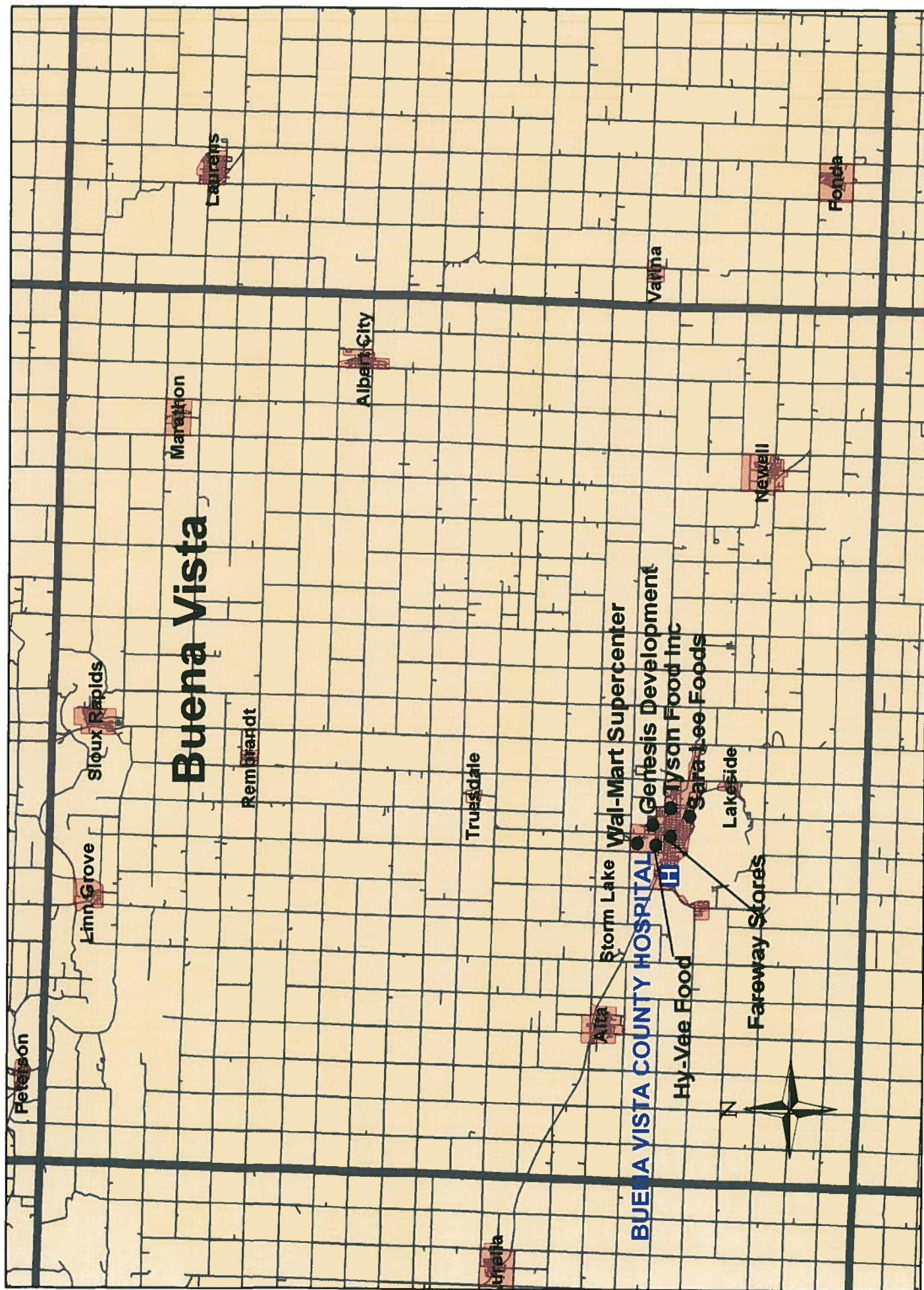
| | | | | | | | | | | |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| HISPANIC or LATINO POPULATION of ANY RACE | 0.33% | 3.23% | 4.84% | 5.31% | 5.81% | 6.49% | 7.40% | 8.43% | 9.68% | 11.24% |
| Iowa | | | | | | | | | | |
| WHITE NON-HISPANIC POPULATION | 95.95% | 93.28% | 91.92% | 90.91% | 89.82% | 88.57% | 87.11% | 85.46% | 83.53% | 81.33% |
| BLACK NON-HISPANIC POPULATION | 1.72% | 2.23% | 2.46% | 2.72% | 2.97% | 3.24% | 3.52% | 3.82% | 4.15% | 4.51% |
| NATIVE AMERICAN NON-HISPANIC POPULATION | 0.24% | 0.30% | 0.33% | 0.35% | 0.37% | 0.39% | 0.40% | 0.41% | 0.42% | 0.42% |
| ASIAN AMERICAN and PACIFIC ISLANDER NON-HIS | 0.91% | 1.34% | 1.59% | 1.83% | 2.08% | 2.33% | 2.57% | 2.80% | 3.05% | 3.31% |
| HISPANIC or LATINO POPULATION of ANY RACE | 1.18% | 2.84% | 3.70% | 4.19% | 4.75% | 5.48% | 6.40% | 7.51% | 8.86% | 10.43% |

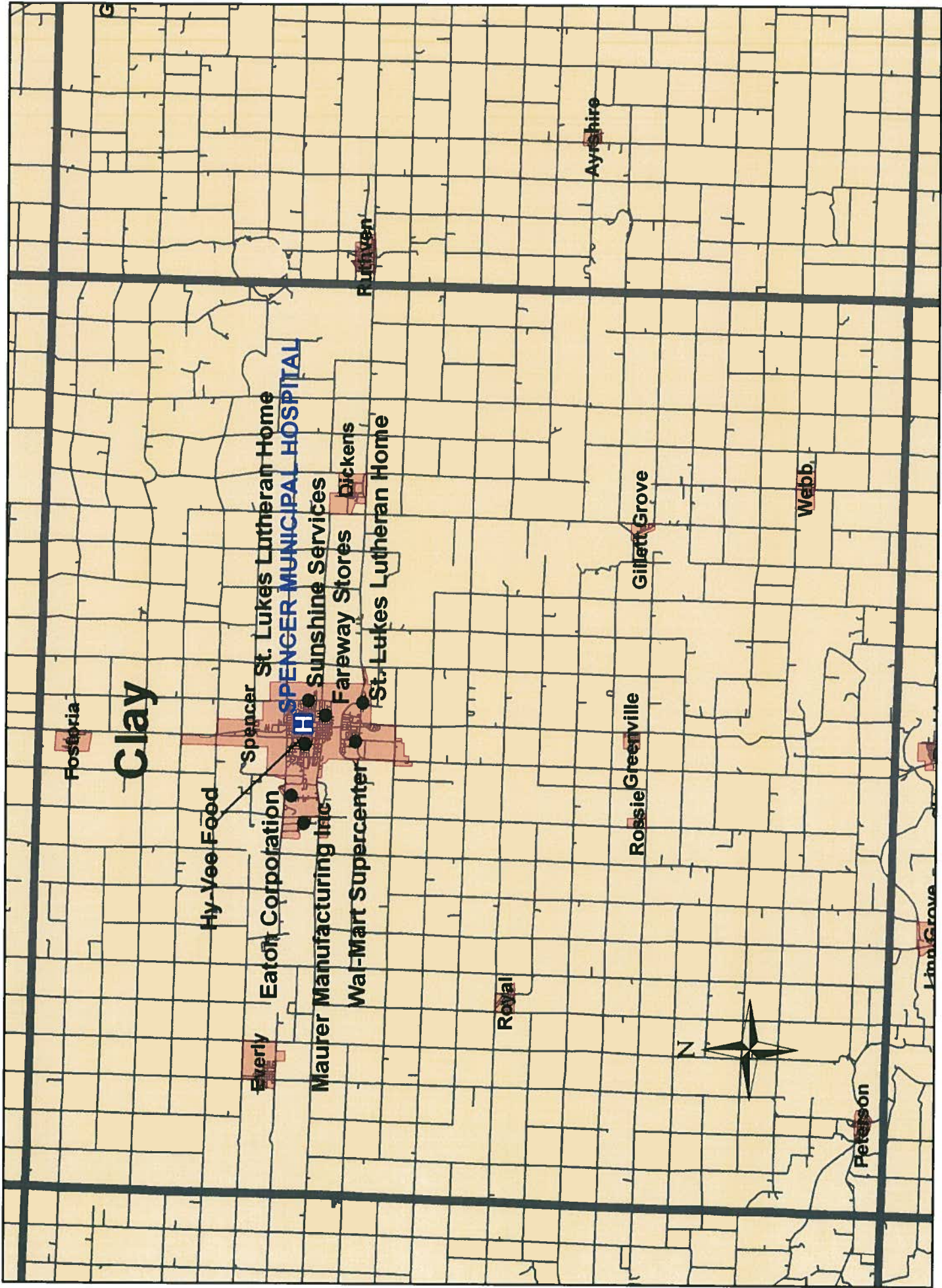
Source: Woods and Poole 2008

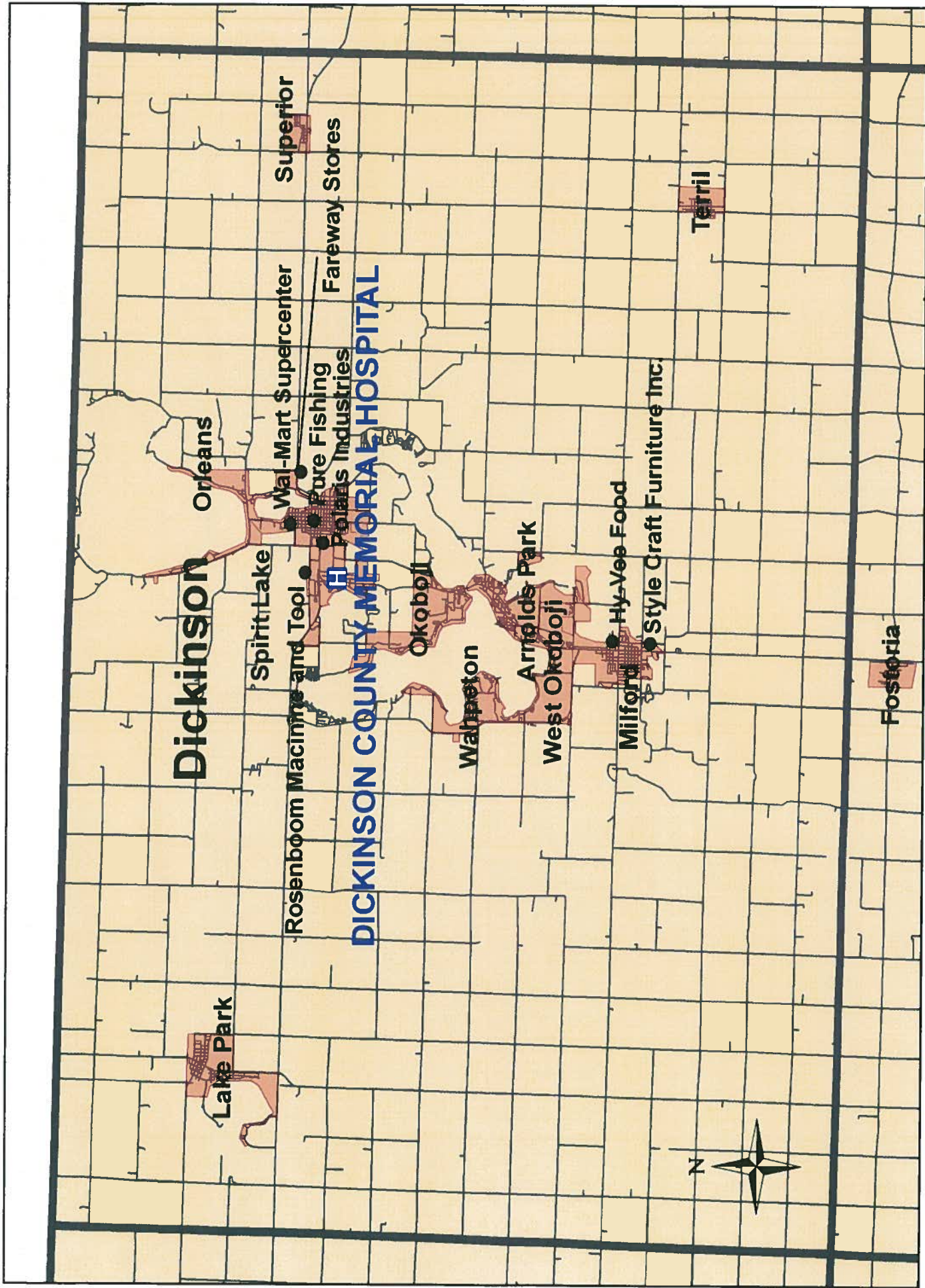
To summarize, the population of the Region is getting aggregately older and urbanized. While the long-term indicates this “graying” to continue, the overall population appears to remain rather static in terms of total numbers. Minority populations, as they have shown in recent years, will continue to increase, particularly persons of Hispanic origin.

Activity Centers

As previously mentioned, Region 3 is a large expansive region containing nine counties and covering over 4,800 square miles. This equates too many miles between cities and activity centers. To illustrate this point, attached below are each of the nine counties with identified activity centers such as municipalities, HHS agencies, long and short term health care, major employers, grocery stores, and other such amenities. It was not feasible to add other quality of life destinations such as banks and doctors offices because they are too numerous throughout the region, and aren’t real transportation drivers because almost every town has at least one of them.







Dickinson

Orleans

Spirit Lake

Rosenboom Machine and Tool

Wal-Mart Supercenter

Pure Fishing

Polaris Industries

Superior

Fareway Stores

DICKINSON COUNTY MEMORIAL HOSPITAL

Okoboji

Wahpeton

Arnolds Park

West Okoboji

Hy-Vee Food

Milford

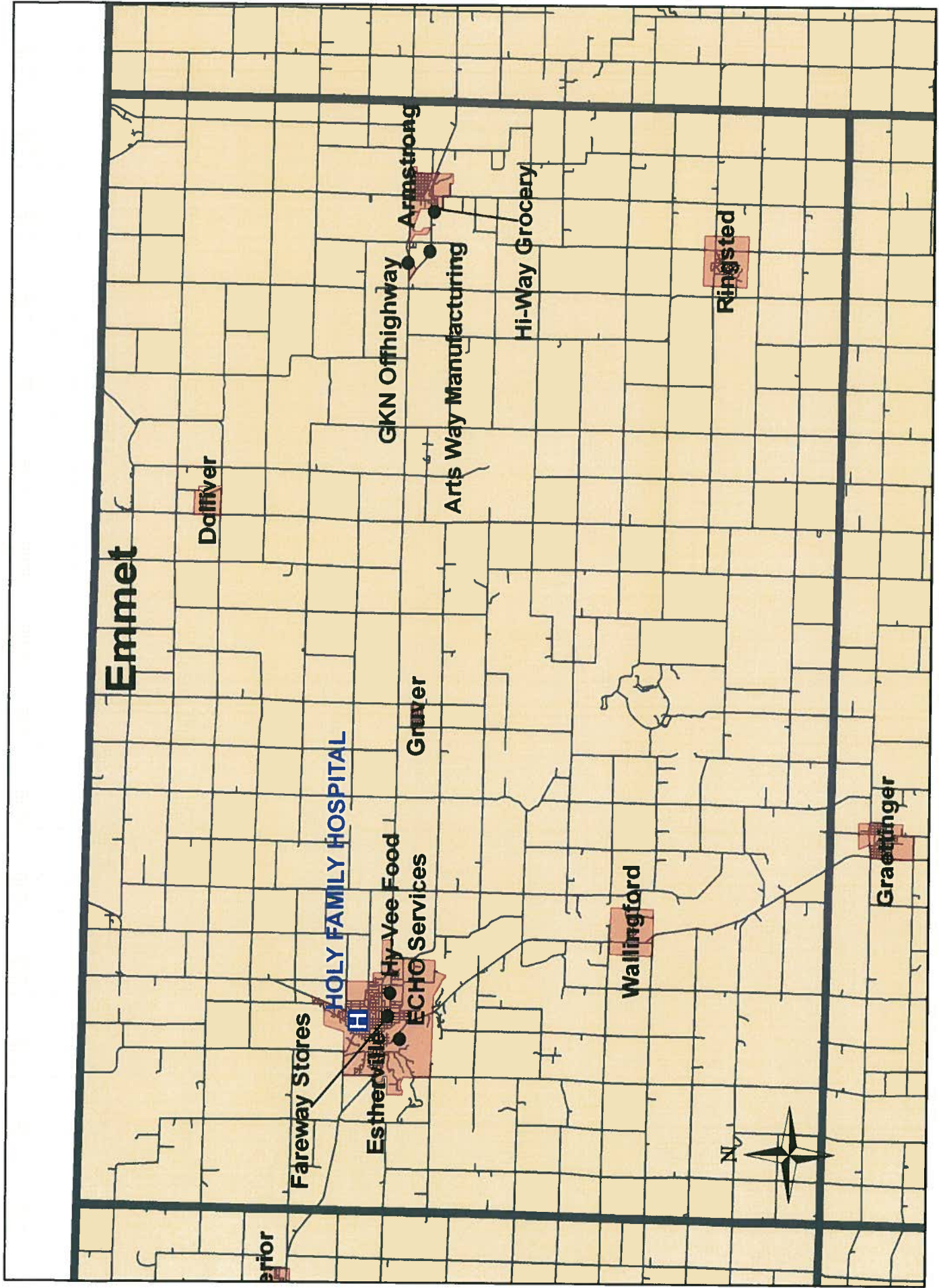
Style Craft Furniture Inc.

Terrill

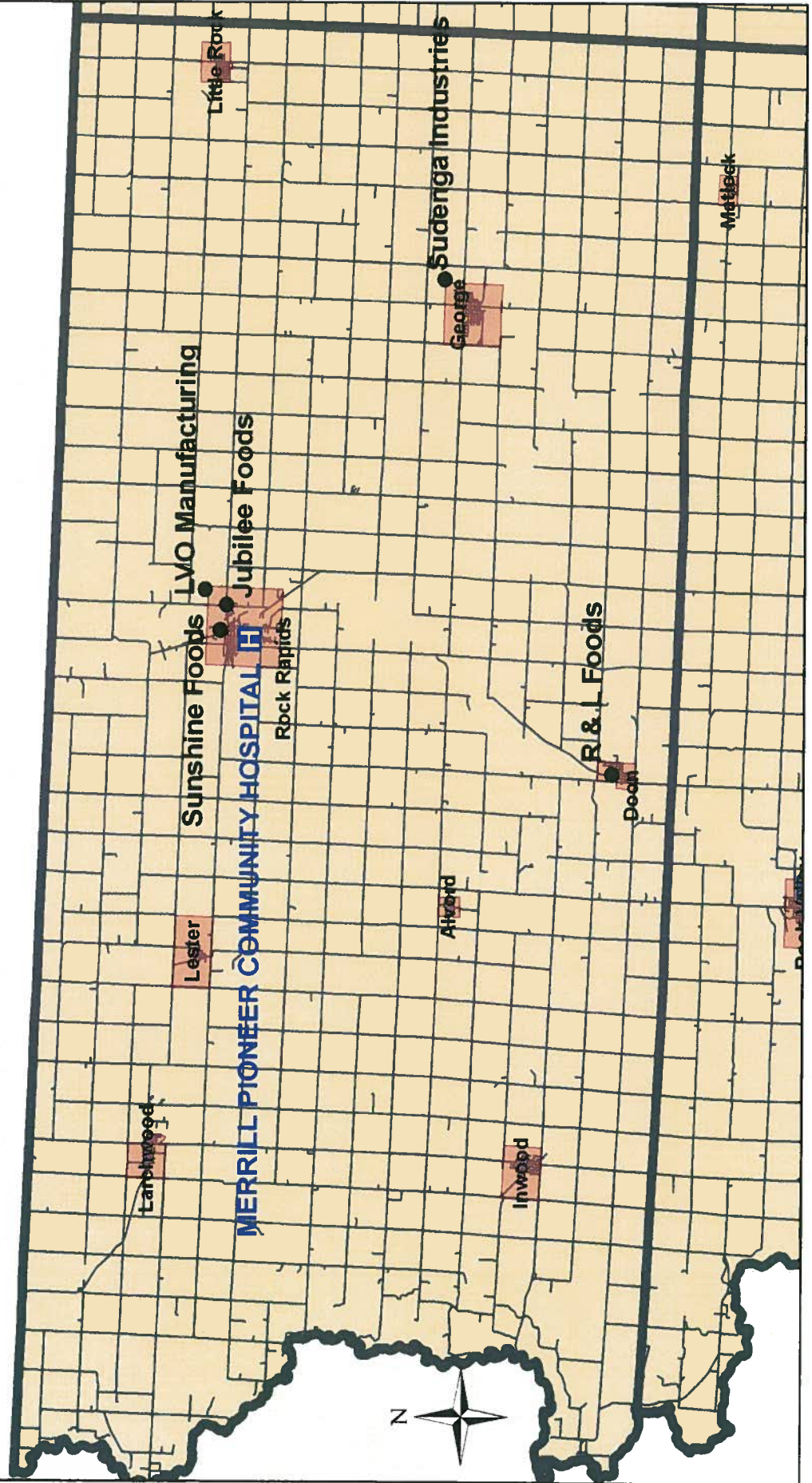
Fosteria

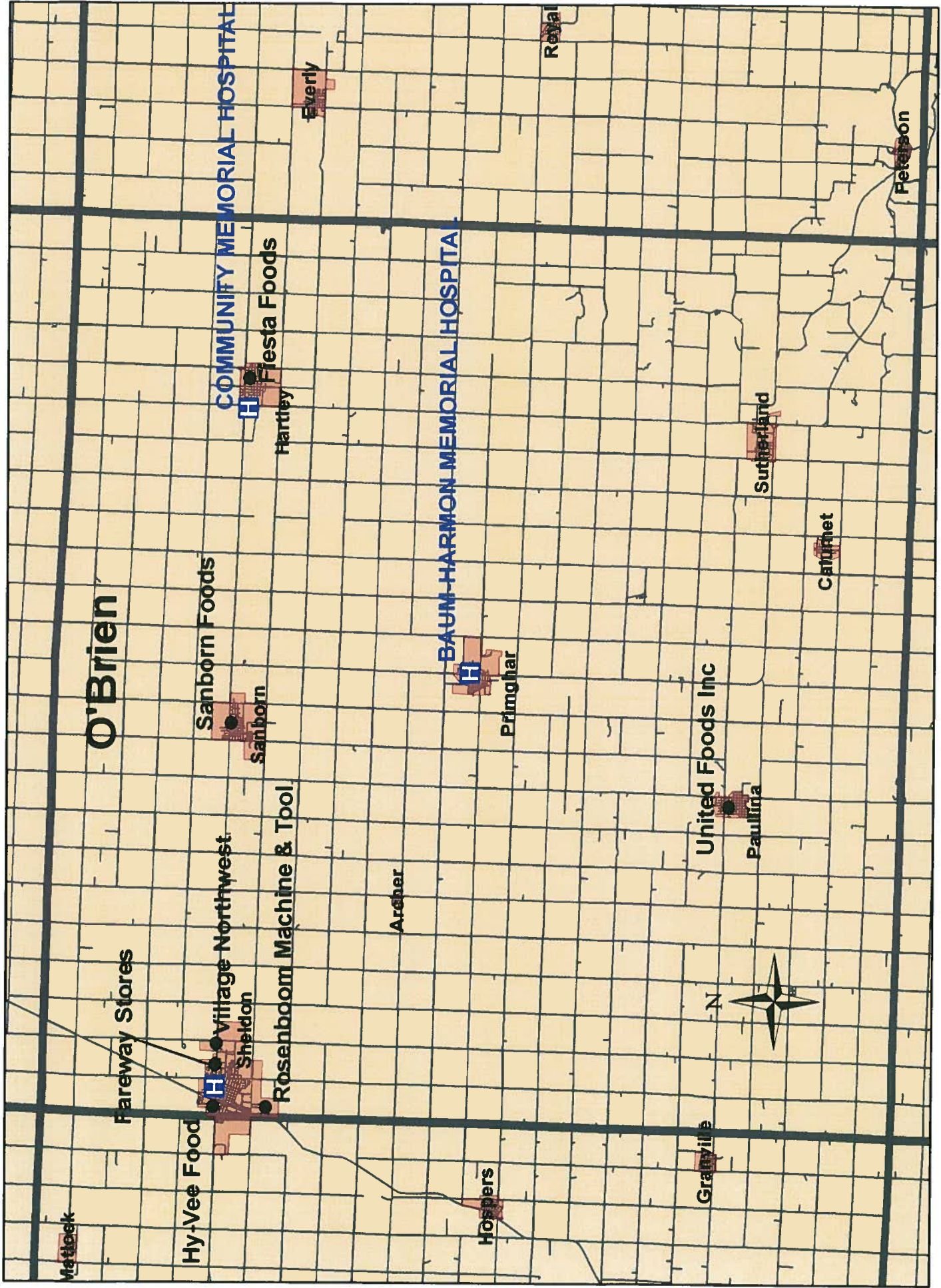
Lake Park

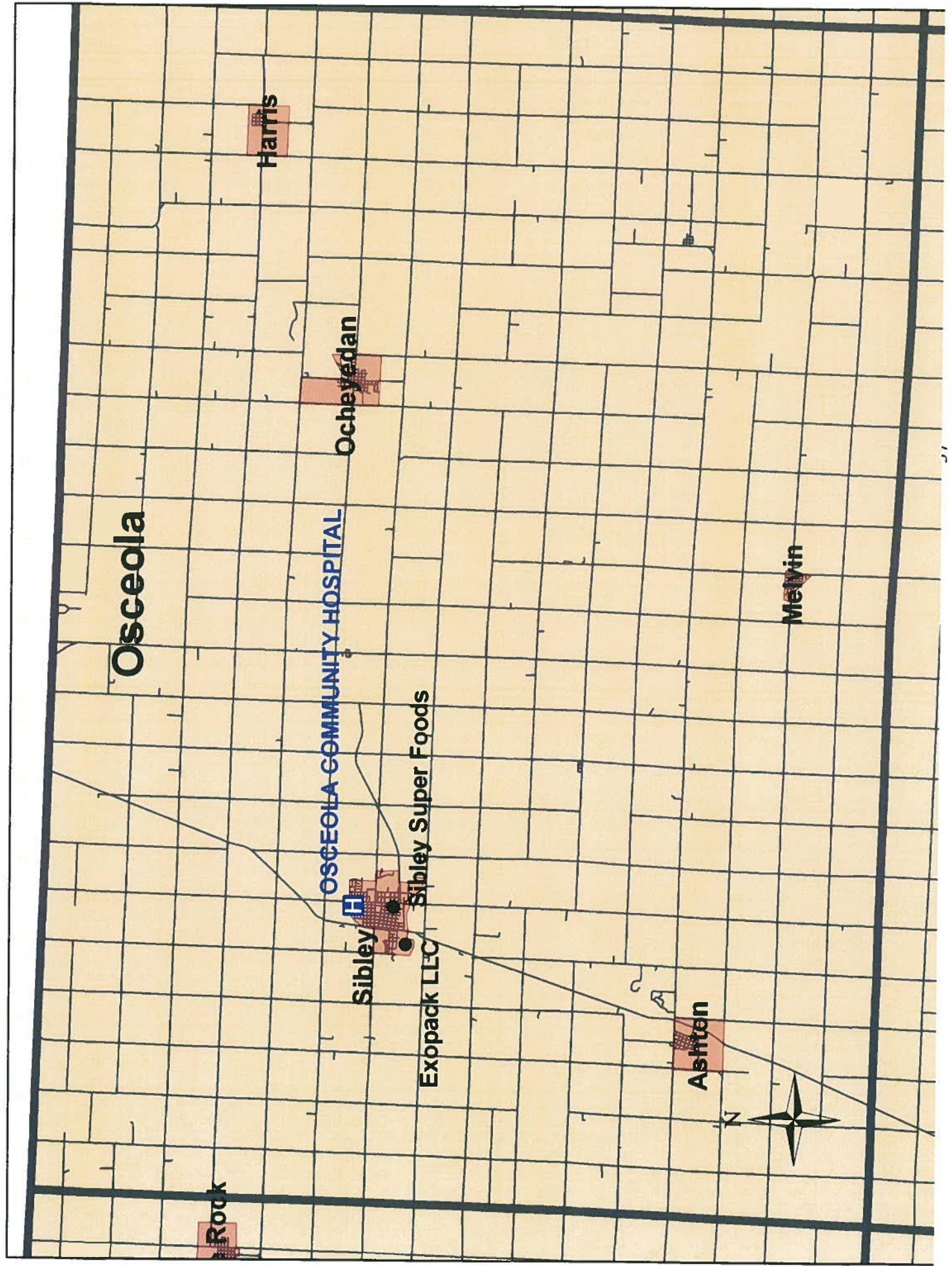


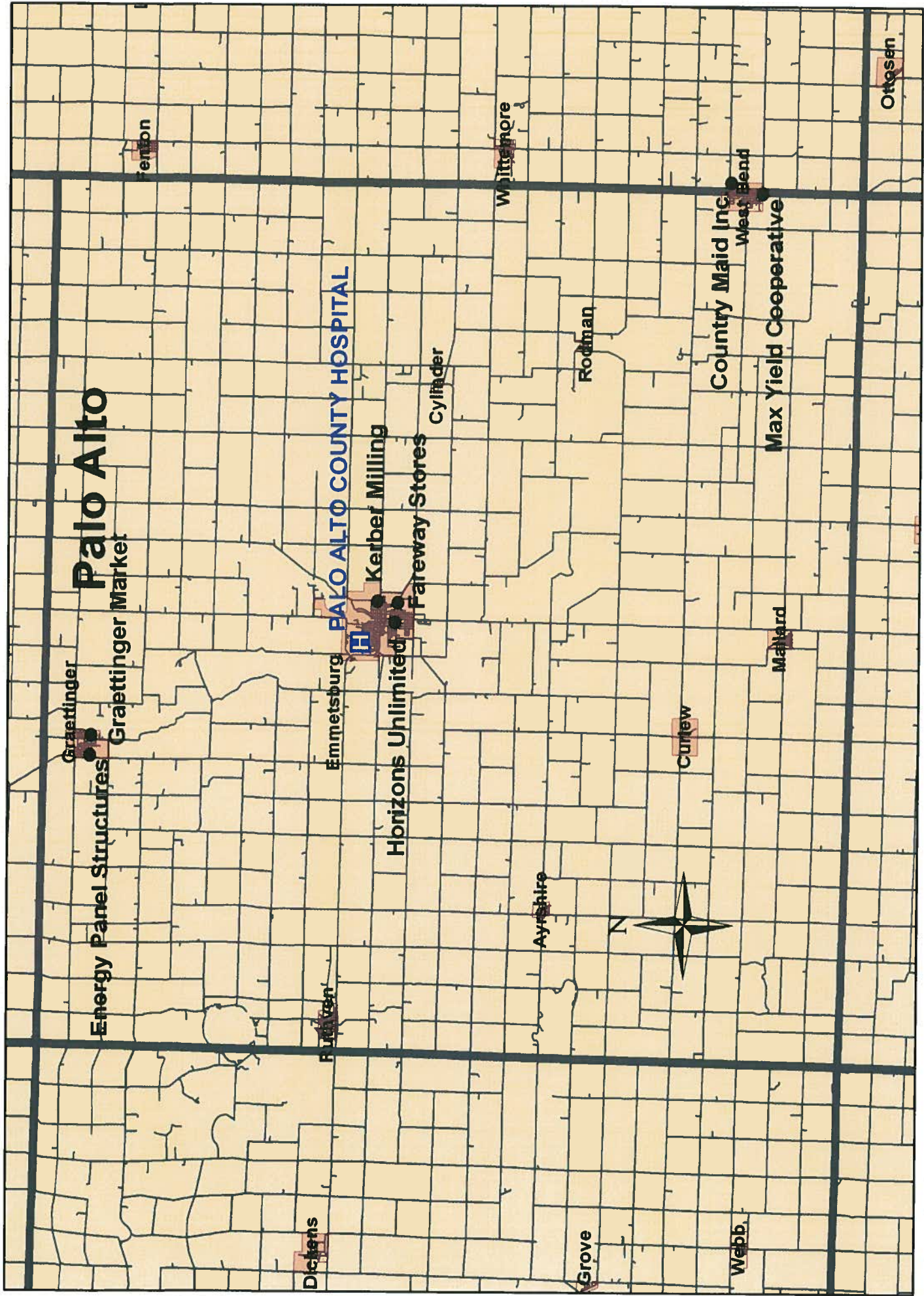


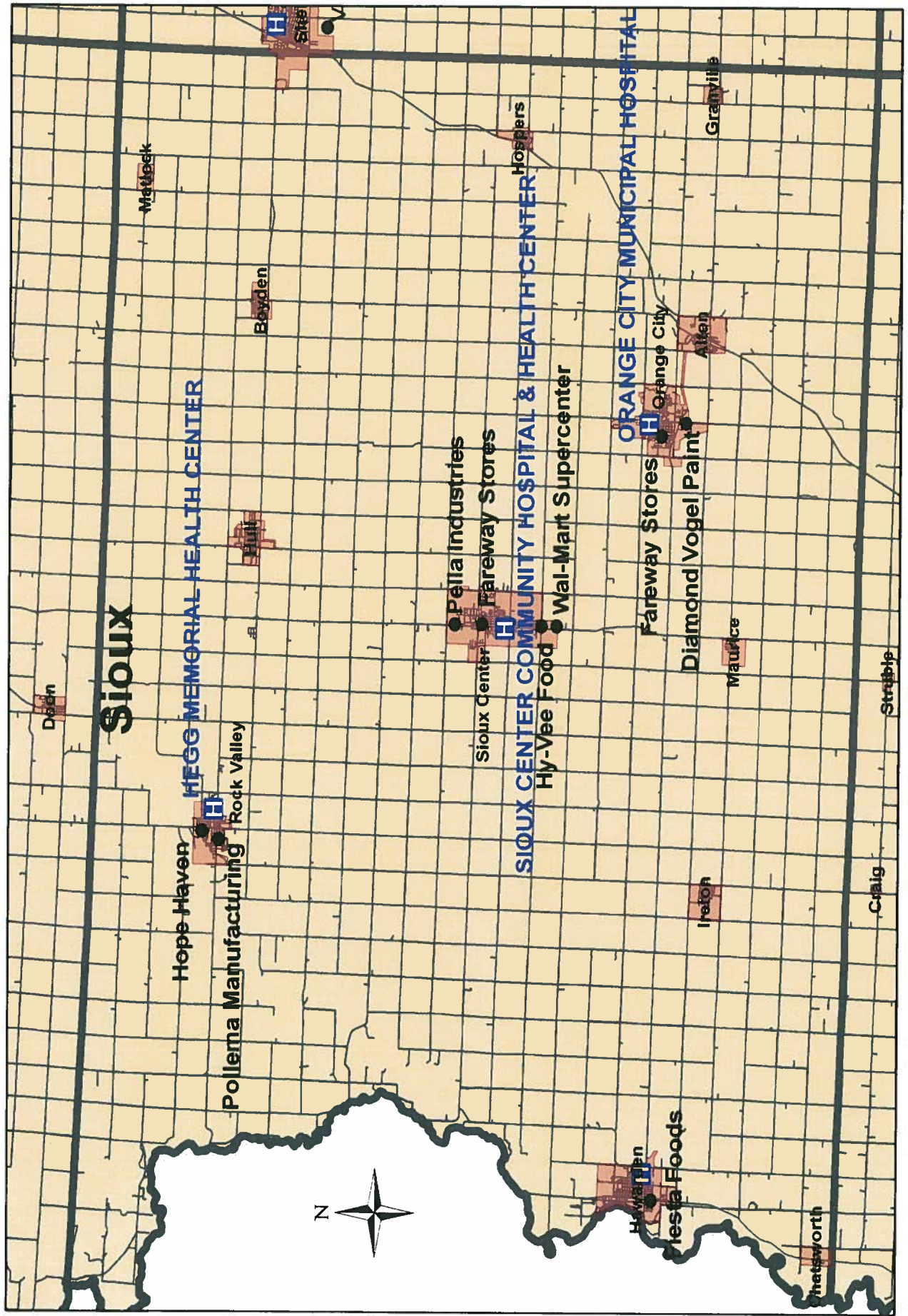
Lyon











Review of Prior Public Input Concerning Needs

The TAG group met during the months of December and January to review the previous plan and to specifically review any public comments or concerns as they related to needs and then utilize this information to forecast future needs.

Last years public input was minimal at best. Although three separate meetings of the TAG group were called and two official public hearings, no meaningful attendance was received, and no public input.

Input for this year came via members of the TAG as they received it from their specific clientele.(See attached minutes of December TAG meeting) The input was varied and a summary would be as follows:

- need for expanded hours of service for HHS agencies
- expand scope of service for elderly, particularly low-income that can't afford transportation
- health center clients still are lacking transportation availability to and from service in all counties
- major employers see need for coordinated pool of transportation for workers
- need for better dissemination of RIDES information to the general public, particularly on fares and schedules
- need for continued government subsidy of transportation programs.

Review of Previously Recommended Projects

Last year's projects included expansion of service hours O'Brien County, working with employers for employee transportation in Buena Vista and Dickinson Counties, elderly riding program coordination with NW Aging in Clay County, parking lot creation at the Spencer RIDES main office and construction of a new vehicle storage building.

The expanded service hours in O'Brien County was funded via New Freedoms, the employee transportation in Buena Vista and Dickinson Counties was funded through JARC monies. RIDES continued to work with NW Aging on its program to provide transportation to elderly clients in Clay County, and RIDES was successful in obtaining funding to construct a parking lot at the main Spencer office, but unsuccessful in funding a vehicle storage building.

The program in O'Brien County serviced 3,259 disabled persons and was moderately successful and will continue. Buena Vista and Dickinson Counties projects have not been as successful as hoped and the ridership numbers are not available. Those two programs will be ending this year. NW Aging's program was so successful that it expended its allotted funding quickly and future plans call for expansion into an additional county.

Recent Developments

The overall challenge facing the region over the last year was the significant increase in the number of unemployed persons. Prior to January, 2009, Region 3 had not seen a significant number of individuals being dislocated from employment. In fact regional employers were hampered by a lack of available labor force with unemployment rates reaching record lows. Only a total of approximately 230 permanent layoffs had been recorded during an eighteen month period prior to December, 2008. As 2009 approached, this scenario began to drastically change. In January, 2009, a commercial printing firm announced the closure of their Spencer, Iowa facility affecting 160 workers. Within two weeks of this announcement, a manufacturing plant also based in Spencer announced a workforce reduction resulting in 130 permanent layoffs. Within the same month, an additional manufacturing company based in Sheldon and Spirit Lake permanently laid off 100 workers from their production industry. Between February and June, 2009, this pattern continued with an additional 490 individuals being permanently dislocated from various employers within several counties that comprise Region 3. The greatest numbers of job losses have been recorded from the manufacturing and production industry. Impacted workers include administration, production, clerical and maintenance personnel.

These layoffs have resulted in many dislocated persons seeking re-training and education from local community colleges and universities. It's not certain what impact these layoffs may have

upon future service needs, but current needs as identified have not been impacted by these layoffs.

Service Needs

As previously mentioned transportation needs within the region generally focused on providing expanded hours of service, expanding services to elderly particularly to those that cannot afford transportation, developing new services for areas lacking in health care patient transportation, potential for coordinated employer/employee transportation, better marketing of existing services and lack of funding. This latter component was a key part of the whole service needs discussion.

Funding and affordability were the two most used terms in expanded service needs. Every transportation user sitting in the TAG responded that with more funding or more affordable rates, they definitely had a need for more transit services. Most groups have had to curtail some of their programming because they cannot afford the transportation costs. This was a main concern in group discussions last year and was brought up again this year. Many current and past users/providers wanted to not only deal with developing affordable programs, but to be ensured that they are getting what they pay for and that the rates are fair across the board.

Getting the information out about the availability and types of transit services is an ongoing need and critical to any future success of programs. The general public has many preconceived notions about public transit services within the region. The TAG discussed that better information about transportation services throughout the region needs to be a high priority for the following year. Not only does this include the RTA, but also other entities that provide transportation such as cab companies, county VA bussing and entities that coordinate with RTA. While many of the persons that already utilize services are aware of what's available, providing better information to the non informed public needs to be the focus.

The summarization table at the end of this section will provide potential programs to address certain gaps or needs in transportation service across the region.

Management Needs

Marketing and coordination in regards to service availability summarize the focus of management needs. The attention of availability also centered on potential service areas that do not currently provide their own service or contract with the RTA.

Discussions centered on the need to develop services to these types of areas. Again the focus came back to effective marketing and program information dissemination. This needs to be continued and will be a key focus of the TAG's efforts in the upcoming year on continuing and new projects.

Continued efforts on coordination are also seen as a need, and apply specifically to management. This aspect is not new by any means. The Regional Transit Authority has been coordinating services with many different groups since its inception. However, recent years have seen a slow down in this effort as services have become rather regular and typically consistent in their approach. With new management and new discussions with other providers, user, local governments and outside agencies, the efforts for better coordination and discussion of services have become invigorated. This effort needs to continue progressively over the next year. While no specific programs were mentioned, discussion among the TAG group brought to light many areas for potential growth.

Fleet Needs

Providers fleets are being utilized respective of their specific programs/or service area within the region. Coordination of fleets does not seem to be a concern of the region, nor was there any discussion of this matter at the TAG meetings or provided during any provider interviews. There was a brief discussion concerning certain equipment

availability on vehicles and the need to continue the use of Mini-vans by some sheltered workshops. However this was not seen as criteria to warrant further needs evaluation.

The Regional Transit Authority was the only provider entity to supply a listing of current vehicles and their intended replacement dates. This listing can be seen in Chapter 2 – Inventory.

Facility Needs

Keeping public transportation vehicles out of inclement weather has always been an issue. Providing out of weather storage allows vehicles to be started easier during winter months, keeps the vehicle cleaner, and in the long run makes the vehicle last longer with less maintenance. For the smaller providers within the region, ample storage is not a major issue. But for agencies like the RTA, with over 65 vehicles, ample enclosed storage is a need. Potential options to eliminate this need could include new individual construction, cooperative construction with another entity such as county secondary roads, IDOT, or rent/lease available space.

Summary

A quick summary table of this chapter and its needs assessment is attached to the following page.

| Type | Identified Gap/Need | Program to Address Gap/Need | Timeframe |
|------------------|--|---|------------|
| Service Needs | Hours of Service | New Freedoms project in counties needing additional service hours. This effort would be a coordinated one with the RTA and respective county groups | short term |
| | Expanded Elderly Service | Coordination Special Project with Northwest Aging to expand NWA ticket program into new county/ies as funding would allow | short term |
| | Health Care/Patient Transportation | Continue discussions with health care providers on specifics and determine what programs may be available to fulfill their respective needs | long term |
| | Employer Transportation/van pool | TAG to work with local employers and development groups on prospective van pool programs | short term |
| | Lack of Funding | Continued meetings with local counties and municipalities on need for more funding to transit. Need to increase state and federal shares as well. | long term |
| | Coordination of Service | All transportation services need to continue to work toward coordination/cooperation where applicable. | long term |
| Management Needs | Marketing/effective advertising of transportation programs | More effective advertising of program availability and scope through local media in conjunction with program delivery is specific area. | short term |
| | | Continue discussions with local groups, civic leadership, other providers on areas of potential coordination of services. | long term |
| | | Additional Region 3 TAG meetings to act as forum for coordination of transportation activities/programs | long term |
| Fleet Needs | Replacement of Vehicles | Continue replacement schedule in accordance with state and federal regulations | short term |
| Facility Needs | Need for enclosed vehicle storage | RTA to conduct a building feasibility study within the next 1-4 years that would explore the options available to fulfill this need. | long term |

Time frame - short term is 1 - 2 years, long term is 3 - 5 years.

SECTION FOUR: Funding

SOURCES

Federal

Federal transportation funding mainly comes to the region through RTA which access it via many different funds. These include: Rural non urbanized areas (5311); Job Access and Reverse Commute (5316); Capital Grants Program (5309); New Freedoms (5317); PTIG; SAFTEA-LU STP and from other non transportation departments that have the ability to fund passenger transportation services such as the Department of Health and Human Services Administration on Aging, Centers for Medicare and Medicaid, Health Resources and Services Administration, Substance Abuse Mental Health Service Administration and Administration for Children and Families; Department of Education; Department of Housing and Urban Development.

State

State funding also comes to the RTA with State operating assistance (STA) making up the largest percentage of state funding provided to RTA. The following table provides a historic breakdown of federal and state funding amounts provided to RTA

RTA/RIDES Historical Federal and State Funding 2004-2009

| | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY2008 | FY2009 |
|---------------------------|--------------------|------------------|--------------------|------------------|------------------|--------------------|
| FEDERAL ASSISTANCE | | | | | | |
| Operating | | | | | | |
| 5310/5311 | \$249,086 | \$224,569 | \$220,886 | \$318,846 | \$445,174 | \$546,468 |
| JARC | \$36,641 | \$35,472 | \$60,990 | \$74,296 | \$65,927 | \$65,058 |
| RTAP | \$8,180 | \$9,175 | \$12,353 | \$5,439 | \$4,579 | \$5,508 |
| NF (5317) | | | | \$4,002 | \$6,200 | \$10,648 |
| Capital | | | | | | |
| 5309 | \$131,181 | \$51,181 | \$0 | \$0 | \$0 | \$87,818 |
| 5310 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5311 | \$302,989 | \$76,450 | \$207,005 | \$0 | \$0 | \$123,222 |
| 5311 Int City | \$15,481 | \$0 | \$0 | \$0 | \$4,752 | \$0 |
| 5312 ITS | \$0 | \$123,773 | \$258,808 | \$0 | \$0 | \$0 |
| STATE ASSISTANCE | | | | | | |
| STA | \$350,208 | \$379,092 | \$382,452 | \$399,582 | \$439,533 | \$404,935 |
| TANF | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$1,093,766 | \$899,712 | \$1,142,494 | \$802,165 | \$966,165 | \$1,243,657 |

Local

Local funding is comprised of cities and the nine counties throughout the region. The chart below shows the breakdown of funding requested and allocated from the region. Other possible non DOT funding sources include Casinos and some additional city fund

REGIONAL TRANSIT AUTHORITY FUNDING FROM COUNTIES AND CITIES FOR CONTRACT YEAR ENDING 6-30-10

| COUNTIES CITIES | COUNTY LEVEL | | | | | CITY LEVEL | | |
|---------------------------|--------------------|------------------------|------------------------|----------------------|----------------------|--------------------|----------|--|
| | TOTAL REQUEST | REQUESTED OPERATING | ALLOCATED OPERATING | REQUESTED CAPITAL | ALLOCATED CAPITAL | TOTAL ALLOCATED | | OPERATING FUNDING |
| | | | | | | | | |
| Buena Vista Storm Lake | \$13,000.00 | \$5,000.00 | \$500.00 | \$8,000.00 | \$8,000.00 | \$8,500.00 | | B.V. Co. funds Spectra night service at \$30/hr (approx. \$2,880/yr) & Dinner Date (\$1,300/yr) City of Storm Lake gives out coupons to patrons (Spectra runs two days per month-every other Thursday-\$120 per run) |
| Clay | \$14,250.00 | \$4,000.00 | \$4,000.00 | \$10,250.00 | \$10,250.00 | \$14,250.00 | | |
| Spencer | | | | | | | \$14,000 | |
| Dickinson | \$16,406.00 | \$0.00 | \$0.00 | \$16,406.00 | \$16,406.00 | \$16,406.00 | | |
| Spirit Lake | | | | | | | | \$10,000.00 Billed in 4 quarterly payments of \$2,500.00 |
| Okoboji | | | | | | | | \$2,250.00 Billed in 4 quarterly payments of \$562.50 |
| Arnolds Park | | | | | | | | \$3,375.00 Billed in 4 quarterly payments of \$843.75 |
| Emmet | \$7,000.00 | \$3,500.00 | \$1,500.00 | \$3,500.00 | \$3,500.00 | \$5,000.00 | | \$3915.50 Billed in 4 quarterly payments of \$978.87 |
| Estherville | | | | | | | | \$3915.50 Billed in 4 quarterly payments of \$978.87 |
| Avera Holy | | | | | | | | |
| Lyon | \$2,400.00 | \$800.00 | \$800.00 | \$1,600.00 | \$1,600.00 | \$2,400.00 | | |
| Rock Rapids | | | | | | | \$22,000 | |
| O'Brian | \$13,500.00 | \$4,500.00 | \$450.00 | \$9,000.00 | \$8,100.00 | \$8,550.00 | | |
| Sheldon | | | | | | | | No contract |
| Osceola | \$1,400.00 | \$700.00 | \$0.00 | \$700.00 | \$0.00 | \$0.00 | | No contract |
| Sibley | | | | | | | | Leases Vehicle-Pays \$.12 per mile plus insurance |
| Palo Alto | \$6,500.00 | \$2,000.00 | \$1,500.00 | \$4,500.00 | \$4,500.00 | \$6,000.00 | | |
| Emmetsburg | | | | | | | | \$18,030.00 Billed in 4 quarterly payments of \$4,507.50 |
| NAA | | | | | | | | (City of Emmetsburg receives \$9,000 flow-through from NAA to pay the \$18,030 above) |
| Sioux | \$8,000.00 | \$3,000.00 | \$500.00 | \$5,000.00 | \$2,500.00 | \$3,000.00 | | |
| Hawarden | | | | | | | | \$6,000.00 Billed in one payment of \$6,000.00 |
| Orange City | | | | | | | | Leases Vehicle-Pays \$.12 per mile plus insurance |
| Sioux Center | | | | | | | | \$14,000.00 Billed in 4 quarterly payments to \$3,500.00 |
| TOTALS | \$82,456.00 | \$23,500.00 | \$9,250.00 | \$58,956.00 | \$54,856.00 | \$64,106.00 | | \$107,486.00 |

PROJECTIONS

The following table represents the projections for FTA and STA operating funding for FY 2010-2014.

| Operating Funds | FY2010 | FY2011 | FY 2012 | FY 2013 | 2014 |
|-----------------|-----------|-----------|-----------|-----------|-----------|
| FTA | \$533,437 | \$597,139 | \$610,000 | \$620,000 | \$630,000 |
| STA | \$363,322 | \$388,121 | \$400,000 | \$410,000 | \$420,000 |

In addition to federal and state assistance RTA also receives funding from the local counties and cities that comprise the region, customer paid fares, and contract sources.

In FY 2009 RTA's local operating funding totaled \$133,594, with counties contributing \$15,440 and cities contributing \$118,154 respectively. Passenger fares contributed \$188,154 and contract revenue was \$663,899. In addition counties within the region contributed \$56,256 for capital expenses. Projections for these specific funds indicate similar to lower amounts for the FY 2010 through 2014.

Section 5 – Recommended Projects

Based upon the identified needs in the gap analysis, the Region 3 TAG, has formulated the following list of recommended projects. These projects will be broken down by funding entity if applicable and contain a short narrative of explanation.

New Freedom Program

New Freedom O'Brien

This is a continued service that RIDES has been providing and the TAG felt that it was fulfilling the need for expanded hours of service plus fulfilling a management need through the publicity and marketing. RIDES has nighttime service in Sheldon Iowa, the hours are from 5 p.m. to 9 p.m. Monday, Wednesday and Fridays, plus it is for nighttime ADA service open to the public;. RIDES is working with Village Northwest, to provide transportation services for their residential clients. This service is also open to the public, to anyone that would like to ride on those evenings mentioned above. RTA has seen some increased ridership during this time.

This transportation service allows many of the residents to access social, recreational and job opportunities that was unavailable to them and to promote independence and to enhance transportation for people with disabilities. Another goal is to Increase publicity to let the general public be more aware of this service, through radio and newspaper ads.

New Freedom Palo Alto

This is a new project that will expand hours of service for clientele of a sheltered workshop. This project also fulfills the need of expanded service hours and is endorsed by the TAG. The project will allow the individuals of Horizon's Unlimited to access any type of night time activity, to either increase socialization skills or the opportunity for other activities for normalization purposes. This will be for one night a week, as that is what the HSP (Human Service Provider) requested

JARC Program

JARC Buena Vista County

This is continuation of an existing program and fulfills the need of extended hours and coordination of services under the services needs and is endorsed by the TAG. The project will specifically continue to provide extended daytime hours (6:00am to 6pm) for transportation services to the communities of Storm Lake, Truesdale, and Alta in Buena Vista County. Currently, RTA takes children to day care and the parents, often a single parent, to work school or work training through Promise jobs, so they meet certain income criteria. Businesses that will benefit from this service are Tyson, King Pointe Water Park, Spectra, Buena Vista University, Market Link, Sara Lee, and Wal-Mart. RTA is working with a local cab company to help with late night operations, from 6pm to 3:00am to ensure second shift personnel a way home. Working with the local cab company is the new element to this program and a new coordination of transportation services.

RIDES will offer services to meet the demands of first and second shift operations, allowing individuals that do not have transit to get to their place of employment or any other employment related activities and return home from their job, with an emphasis on individuals with lower incomes.

JARC Dickinson

This is a proposed new service that will expand services to include potentially new employer endorsed transportation. This project works to fill a service need and is endorsed by the TAG. RTA intends to provide this service between Clay and Dickinson Counties. They will attempt to work with the Iowa Lakes Development Corporation to help identify employment centers that would use RTA services much like a vanpool service. The service would operate two to three times in the morning and the same in the evening.

RIDES will offer services to meet the demands of first and second shift operations, allowing individuals that do not have transit to get to their place of employment or any other employment related activities and return home from their job, with an emphasis on individuals with lower incomes.

Coordination Special Project NWA-Dickinson Co.

This is a new project in coordination with Northwest Aging (NWA) and fulfills an identified service need. RTA will offer county wide service to anyone within the county for \$5.00 and if they qualify for NWA tickets they would be able to use those as well. This is the second project coordinated with NWA, with the first being an identical project conducted in Clay County over the last year. In this way the project helps fulfill an identified service need, as mentioned, but also works toward better coordination of agencies as well.

Storage Building-Spencer

RTA proposes to conduct a feasibility statement to enable them to access PTIG funding for a new enclosed storage building in Spencer. This project would ultimately fulfill a facility goal identified by the TAG. The benefits to enclosed storage are many and will prolong the useful life of the transit vehicles. RTA estimates that this is a long-term goal and would not seek to begin construction until after all feasibility studies and associated studies required for funding are complete. The current estimation is to conduct the project in 2014 for a cost of \$750,000.

The following page contains the listing for the above projects with association cost estimates.

Recommended Projects – Years 1 to 5

Projects Recommended as candidates for FTA or STA funding:

| Provider Name | Project Description | Type | Estimated Cost | Year* | Recommended Funding Source(s) |
|---------------|---|------|----------------|-------|-------------------------------|
| RTA | O Brien Co. Night time service for 3 nights a week. Continuation | FTA | \$13,000 | 1-2 | New Freedom |
| RTA | Palo Alto night time service one night a week. (New) | FTA | \$7,500 | 1-2 | New Freedom |
| RTA | JARC Programs Buena Vista Continuation Extended Hours | FTA | \$75,000 | 1-2 | JARC |
| RTA | JARC Programs Dickinson Co.(New) Route From/To Dickinson & Clay Co. | FTA | \$75,000 | 1-2 | JARC |
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*Use either "1-2" or "3-5".

Projects Recommended as candidates for human services or other funding:

| Provider Name | Project Description | Type | Estimated Cost | Year* | Recommended Funding Source(s) |
|---------------|--|------|----------------|-------|-------------------------------|
| RTA | Coordination Special Project NWA-Dickinson Co. County Wide (New) | STA | \$50,000 | 1-2 | STA Spec. Proj. |
| RTA | Enclosed Storage Facility Spencer | CAP | \$750,000 | 3-5 | PTIG |
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*Use either "1-2" or "3-5".

ATTACHMENT 1

MINUTES OF TRANSIT ADVISORY GROUP MEETINGS.

TAC (Transportation Advisory Council)

Meeting Minutes

December 2nd, 2009

2:00 p.m.

I. Called to Order by Ted Kourousis of NWIPDC

Attendance:

Ted Kourousis - NWIPDC – Executive Director
Kelli Harmon – RIDES Administrative Assistant
Phil Grove - Village North West
Beth Weir – Dickinson Co CPC
Hugh Lively – RIDES Executive Director
Connie Lundbeck – Sunshine
Connie Hurst- NW Aging Association - Chief Operations Officer
Connie Tiff – Sunshine
Sandra Pinge – Genesis- Site Director
Brenda Tiefenthaler – Spencer Hospital – Vice President of Patient Care
Lana Ilbanes – Emmetsburg Horizons
Janette Willis – Spencer Hospital
Dakin Schultz – IA DOT
Jackie Schlessner – Mid-Sioux Opportunity, Inc.
Ron Askland – Horizons Unlimited – Chief Executive Officer
Kim Weeser – Clay Co. CPC
Dan Youngblut – ECHO Plus – Executive Director
Nancy Dykstra – Greater Sioux Community Health Center – Executive Director
Ted Bauer – RIDES Chief Financial Officer
Deb Feldman – RIDES Chief Operations Officer

II. Old Business

- a. Discussion of previous planning**
- b. Planning process overview**
 - 1. Schedule**
 - 2. Provider fact sheets**

III. New Business

- a. Goals Discussion**
 - 1. The goal is to come up with needs for transportation and how to address those needs. Eventually TAC would ask for funding for those needs.**
- b. Open Discussion/Comments**

Needs Discussed:

 - 1. Spencer Hospital has a need for Geri Chair transportation, out-patient and partial care. The dialysis and cancer units could use us more. RIDES only provides for a small part of their needs.**

2. Horizons, Emmetsburg, suggested that RIDES could be available for a longer period of time. Currently RIDES is out from 9:30 a.m. to 2:30 p.m. Plus Emmetsburg has only one bus available for use and sometimes the need is there for more people to ride at one time.
3. Village NW, Sheldon mentioned needing help getting people to and from work after the 9:00 p.m. time. However, a New Freedom Grant is being used for the disabled to ride on extended hours in O'Brien County. This may be something that can be done in other counties.
4. Sioux Center Health Center provides help to the low income people that need rides from outside the city and the county. Some mothers need to come in for prenatal care and can't. Also there is a need to get mothers into the WIC Clinics with their infants because they are outside the city. RIDES will transport infants. The mother can bring a car seat and buckle them in.
5. Echo Plus, Spirit Lake, has a need for another minivan with a ramp. Echo Plus would like a van without any art work on it.
6. There is a need for the information to get out to the public of RIDES schedules and bus routes.
7. Can employers work with RIDES to help people get to work?
8. Northwest Aging also mentioned a need for rides for people without funding. Riders aren't always comfortable with the stigma of the RIDES bus. They like the vans because they aren't as obvious to the public.
9. There was a concern in the government cutting back on transportation funding.

c. Addressing the needs mentioned:

1. It was mentioned that Public Transit may not always be the best answer for some of the needed rides.
2. RIDES executive director mentioned that RIDES will work with an agency such as.. RIDES and the Storm Lake Cab provide rides until 3:00 a.m. They are also looking for devices to help transport Geri Chairs for hospitals. RIDES concern is for the liability if someone was thrown out of the chair, because they weren't secured. He will meet with the Spencer Hospital later.
3. The DOT is trying to get away from leasing vehicles, such as to Echo Plus and Village NW. There are no plans to stop leasing vehicles this year.
4. RIDES is working with the counties and the cities for funding, but has trouble with them crossing the lines of the cities vs. the counties. Clay County has rides available since RIDES was able to work with Northwest Aging.
5. RIDES is working on a website, but until then, people can call RIDES on the 800 line with any questions.

6. RIDES has tried working out a way to have a bus for Style Craft. It didn't work out. The interest in it wasn't there anymore. Carroll, IA has Job Jet and use one van and a trained driver. RIDES could use JARC funds for this type of service.
7. The people in Sioux County have worked with Mid-Sioux for funding for tickets and riders can get the free tickets from the Out Reach Center. This is also available in Lyon County.
8. In Storm Lake, the city provides \$1.00 off coupons for riders to use. They can get these at City Hall or Central Bank.
9. RIDES has purchased new buses and vans with a new color and design that is less noticeable and more professional.
10. The DOT doesn't see any changes effecting transportation right now, but in the future it could affect the cities and counties.

IV. Meeting Adjourned at 3:00 p.m.

Next meeting will be Wednesday, January 13, 2010 at 2:00 p.m.

Will be putting a draft together for DOT and trying to finalize the draft by June, 2010.

**TAC (Transportation Advisory Council)
Meeting Minutes
January 13, 2010**

I. Called to Order by Ted Kourousis of NWIPDC

Attendance:

**Ted Kourousis – NWIPDC-Executive Director
Reilly Wagenbach – NWIPDC - Planner
Hugh Lively – RIDES Executive Director
Deb Feldman – RIDES Chief of Operations
Ted Bauer – RIDES Chief Financial Officer
Phil Grove – Village North West
Cynthia Beauman – Northwest Aging Association
Lana Williams – Emmetsburg Horizons
Jackie Schlessner – Mid-Sioux Opportunity, Inc.
Sandra Pingel – Genesis Development – Site Director
Shaun Arneson – Iowa Great Lakes Corridor – Vice President**

II. Old Business

- A. Ted gave a review of the goals and ideas discussed in the Dec. 2, 2009 meeting.**
- B. Introduced Reilly Wagenbach/ NWIPDC, who will call Transit providers and invite them to the meetings.**

III. New Business

A. Goals Discussed and Finalize Some Ideas/ New Ideas

- 1. RIDES – New Freedom and JARC programs will be expanded with Genesis in Storm Lake to evening and night time. RIDES will be working with the Storm Lake Cab Company.
 - a. Invite Renee Sebren with United Community Health Center in Storm Lake was mentioned.****
- 2. RIDES - New Freedom will be discussed with O'Brien County also with the Village.**
- 3. RIDES also would like to come up with a new JARC program for Dickinson and Buena Vista Counties. RIDES will work with employers in the area to develop a new program.**
- 4. RIDES- New Freedom program also with Horizons in Emmetsburg will be developed. RIDES would like to extend hours for an evening.**
- 5. Emmetsburg needs for after hour riders.**

- a. There is a need for rides in Emmetsburg for people to go to work after 10:00 p.m. and on Saturday and Sunday afternoons. May be able to put it under a JARC program. A discussion on driver availability and how to provide drivers took place. The hours needed for employees to work was brought up. The number of riders that need this service was discussed.
 - b. A concern for the liability of volunteer drivers was brought into the discussion.
- 6. A partnership with funds with NW Aging for service in Dickinson County for those outside the city limits was discussed. NW Aging would like to help with a program like Clay County when the funds are available. NW Aging is looking into their budget right now.
- 7. A discussion on the use of the bus for all counties and picking specific days for people to ride to Spencer. Clay County is being used by only a few. Those few are using it a lot. Emmetsburg's use of the service is large.
 - a. A discussion took place on consumer education and getting over the stigma of the buses being for elderly and handicapped riders. Church letters were mentioned and word of mouth helps in the understanding of the service.
 - b. Going to the Spencer Chamber, since they want Spencer for the shopping hub of the area, would they have any vested interest in providing rides to Spencer.
- 8. RIDES will be looking at other agencies for funding. Developmental agencies will be looked into for future funding.
- 9. Mid Sioux Out Reach Program has given out 40 tickets. RIDES will need to check on the tickets returned to us.
 - a. Two tickets were returned from the Head Start Program.
 - b. Mid Sioux mentioned the need for riders to the Wick Clinics in Sioux Center and Hawarden, but also there is a need for tickets in Orange City. Wick programs are on the 1st and last Tuesday of the month in Sioux Center.
 - c. Mid Sioux will be purchasing more tickets.
- 10. Iowa Great Lakes Corridor is interested in working with Employers in providing rides to jobs. A discussion took place on how this would work. Job Jet was an example of a program that works.
- IV. Demographics of the Nine Counties
 - A. A forecast of the population changes in the nine counties was presented. The trend is to an older, urban population. There has been some population loss in the rural areas. The 60+ group is 20% to 25% in the nine counties RIDES services. The largest minority groups are in BV county and Sioux county.
- V. Kourousis will be sending a draft plan to the I.D.O.T. by the first of February.

- VI. Summary on the Top Three Solutions to the transportation problems:**
 - A. Lively would like to see more coordination with partners who have their own vehicles.**
 - 1. RIDES now works with Hope Haven, Storm Lake Cab and will be working with the Spencer City Cab Company for extended hours. Working with private providers will help RIDES to increase opportunities outside the normal service hours.**
 - 2. RIDES would like to work with the Employment Centers and Development Centers on opportunities and funding.**
 - 3. General public riders are harder to get out of their own vehicles because of the convenience. Lower income people will use us and are usually subsidized for their rides.**
- VII. Meeting Adjourned**